

CHAINING NOTES
BOOK 2
MP118 to MP141
SAN BERNARDINO
TO
LOS ANGELES
A.T. & S.F. Ry. - C.L.
LOS ANGELES DIV.

33 Santa Fe C-2
FIELD BOOK

FORM 1926

W. G. L. CO. 12-12 509 BKS.

By F. D. KINNIE
APR. 29 to MAY 20, 1913
FOR
CAL. RAILROAD COM.

CERTIFICATE

I HEREBY CERTIFY THAT THE
FOLLOWING MEASUREMENTS
AS MADE BY ME FROM MILE
POST 118 TO MILE POST 141
ON THE A. T. & S. F. RY., COAST
LINES, BEGINNING ON THE
29th DAY OF
April 1913, AND
ENDING ON THE 20th
DAY OF May 1913,
ARE CORRECT.

F. D. Kinnie
TRANSITMAN OR LEVELMAN

H. R. Morgan
RODMAN

RODMAN

E. H. Hooker
CHAINMAN

Chas. Morrison
CHAINMAN

CHAINMAN

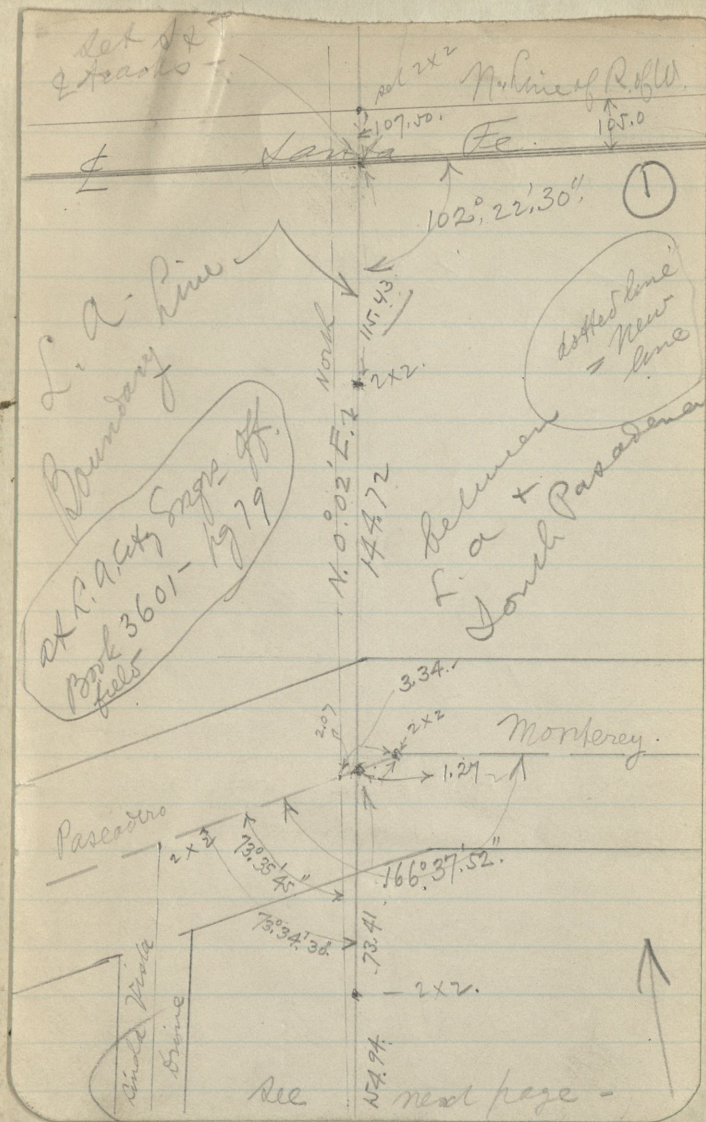
APPROVED, J. B. Keen
ENGINEER IN CHARGE

M^cAdam

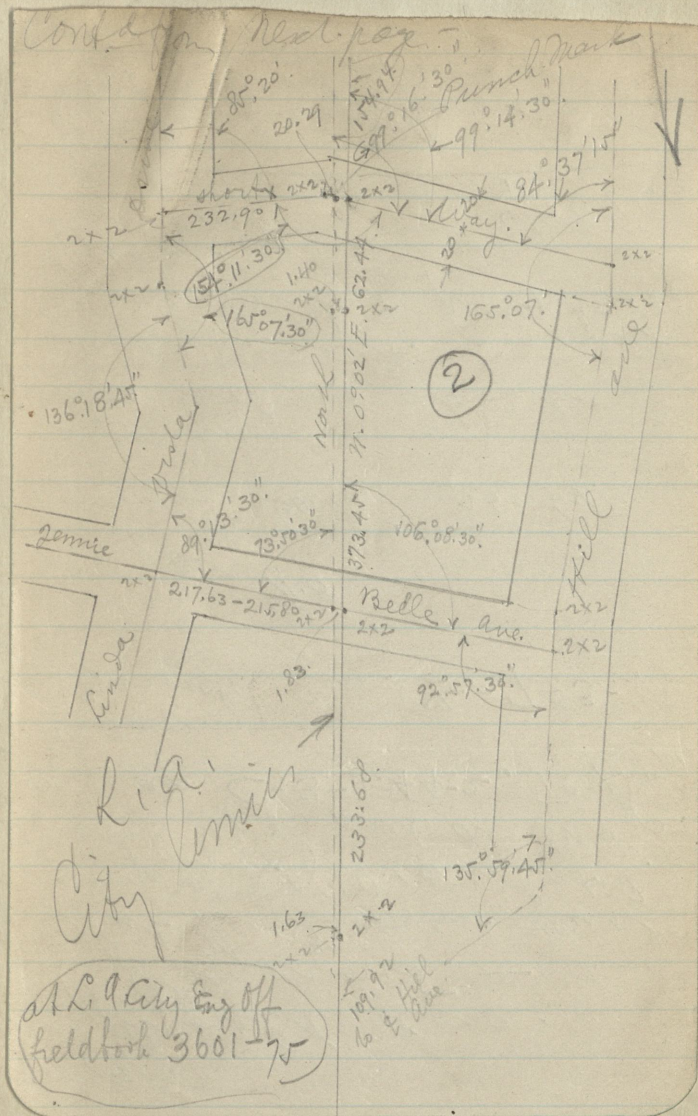
~~Dotted line = New line~~

~~Dotted line = straight~~

McAdam



McAdam



McAdam

Garfield ave.
Raymond. —

What? Easement over or
strip of R. of W. or what?
look up & put on maps.
on map C-3-1344-2, Tax Dept.
it says.

Garfield Ave. E-743-✓

71.8
72
72
60.06 260.64

also look up about
measurements in corner
where tank & pump house
are.

4/26/16

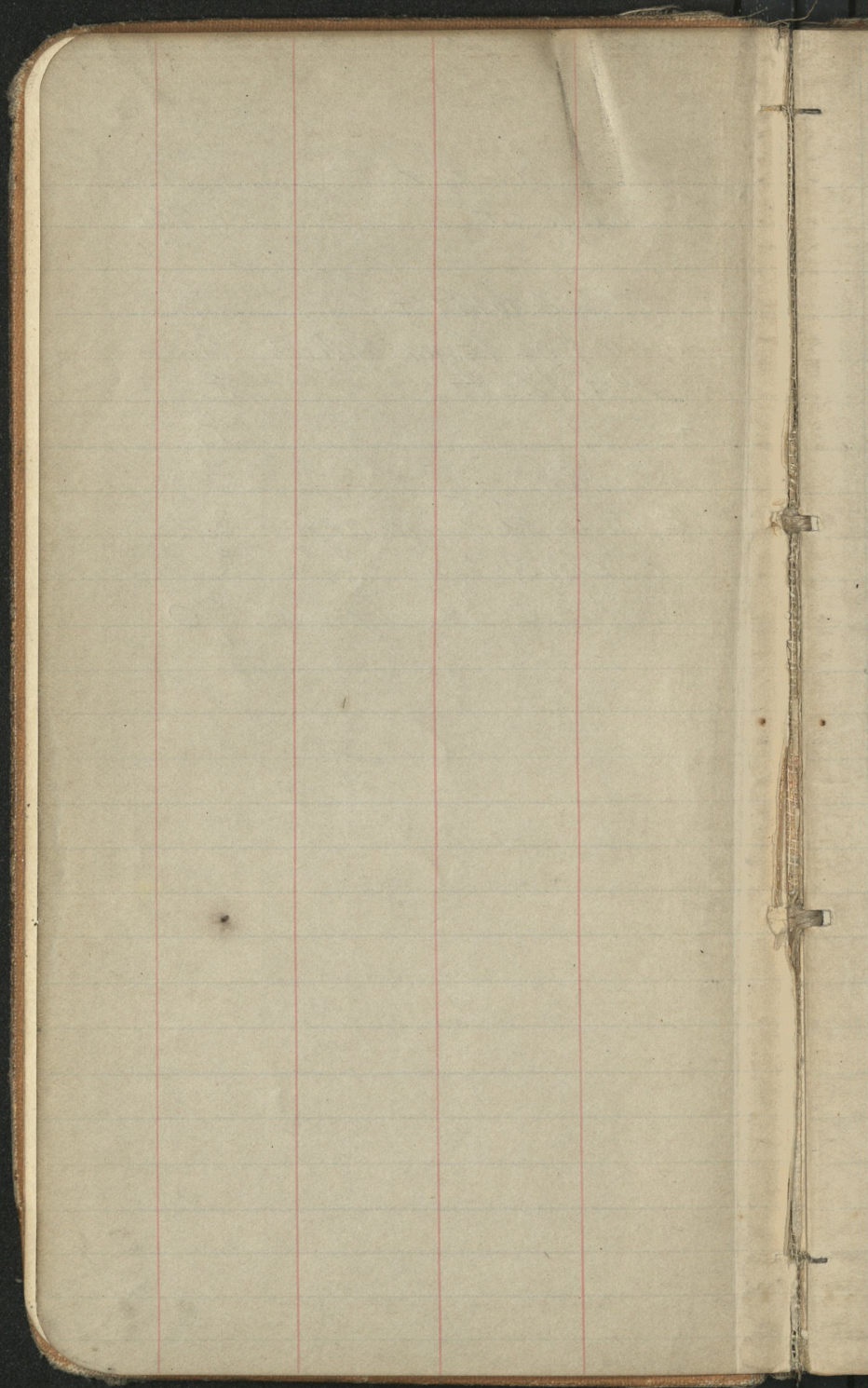
~~Raymond to collection mile~~
~~3 1/2 mile to collection mile~~

~~all other 7 or 8 miles~~

Red earth river

- INDEX -

Subject	Page
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Main Line Track Material	2
Ballast	2
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- GRADING -

See Orig. and Re Cross Section
Notes, accompanying

M.L. TRACK MATERIAL

See accompanying Record
on I.C.C. Forms

- Ballast -

Approx 10" Native Gravel
under tie ; See Re Cross
Section Notes

- OIL -

Entire Road bed is
oiled

In making
grading summaries
used 2 yds rib-rob
for each hand car
set off B. H.
Feb. 1915

- Riprap -

There is approx. 130.59 ft of Riprap Paving about each Hand Car Setoff.

Note: the notes call for cords but am changing to 59 ft. per request of Mr. J.B. Skeen

- Extras -

Figure one $2\frac{1}{2} \times 2\frac{1}{2}$ post at each mile mark

Figure one 2×24 gas pipe in centre of track at each mile post and curve point

these extras are not mentioned in the notes and should be figured Direct from profile

April 29th 1913

F O Kinnic

G A Hooker

- KINCAID -

80+71.2 D-119

1980+50° H.B. Pass Trk

1975+54! Sta -16.5' L

1969+95° $\frac{1}{2}$ Xing

1966+52° C-119

1961+132 H.B. Pass Trk

54+39° B-119

53+38° A-119

1945+72.95 M/R 118

281+138 W. end Br



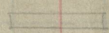
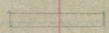
Graveling - gravel same elev
25012

25078cm6

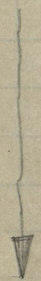
7152



This track extended
Oct - 1912



Mile 119



118

2017+77¹ E-end E-120

2012+89² D-120

2006+79⁴ C-120

2003+24¹ B-120

1999+76² A-120

1998+52² M.P. 119

1997+70² E-119

120

119 ~~119~~ 120



Summary
119
✓ 3- W.X. Signs
✓ 1- Sta "
✓ 1- Xing "

M.P. 120 — DAVIDSON SIDING

2050 + 35[±] H.B. Siding

2034 + 67[±] H.B. Spar

2033 + 01[±] H.B. DAVIDSON SIDING

2025 + 31[±] end Spar

2024 + 81[±] W. End E-120



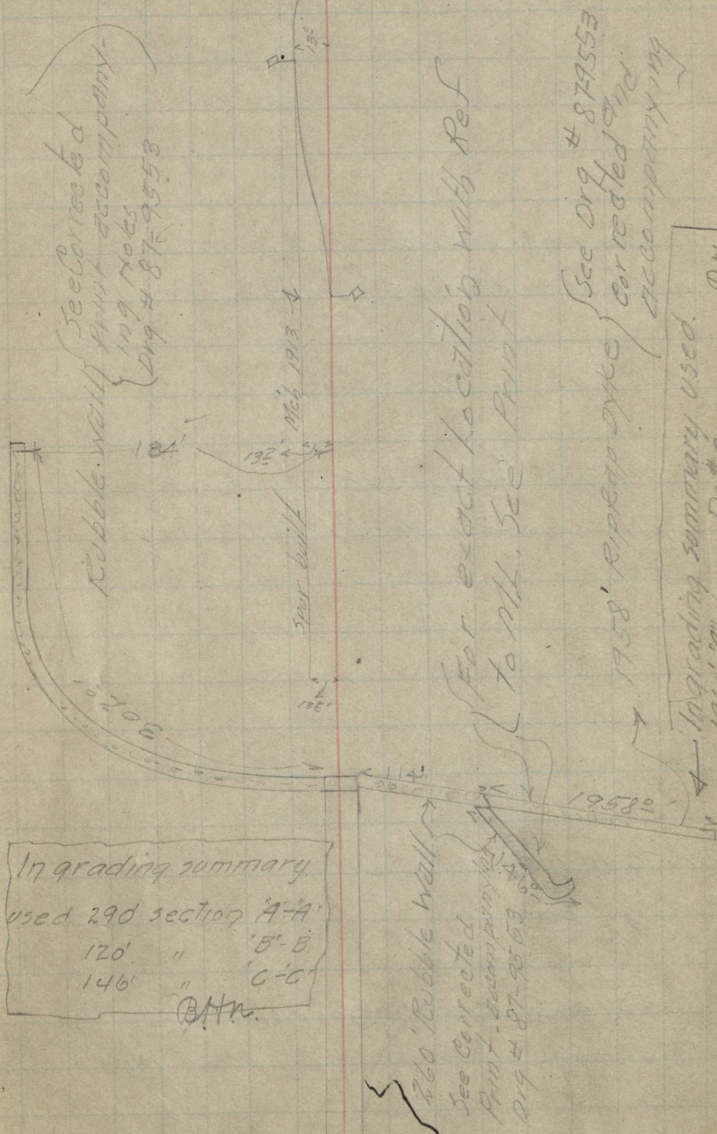
120

120 —
121

Note: This Siding
was extended
March 1913

Summary

✓ 1- Sta Sign



BUTLER

73+12° $\pm$ Road Xing

2072+67° H.B. Siding

70+28° D-Rail - oper from Switch Stand

2066+44° $\pm$ Road Xing

66+15° $\pm$ Sta Sig 0 133 L

2059+81° $\pm$ Road Xing

No Number AA 121 ME
2059+52° Fewer 10' T Rail on Pike Creek

59+40° $\pm$ Chate (Private Carral)

2056+58° H.B. Siding

53+49° E. End Carral

2052+85° 34" X 12" X 25' Wood Box {No Number}

12 cfs emb



12'

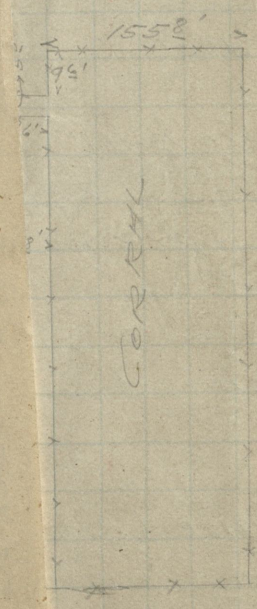
rod

4x14' Bridge ✓
Top. old ties & long
1-girder. 7x16x14'

mb

15'

mb



BUTLER

73+12° $\pm$ Road Xing

2072+67° H.B. Siding

70+28° D-Rail

2066+44° $\pm$ Road

66+15° $\pm$ Sta S

2059+81° $\pm$ Road

2059+52° No Flag
FLEWER

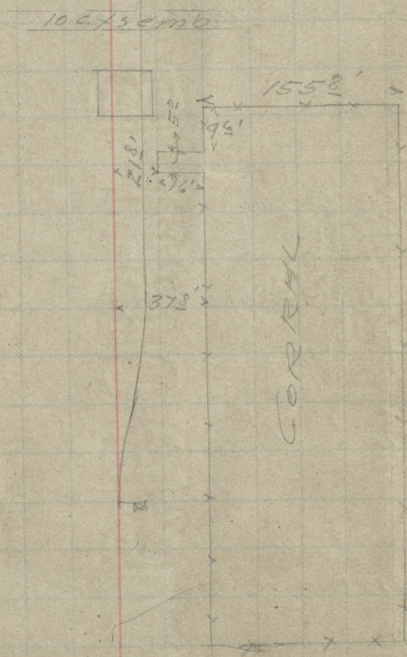
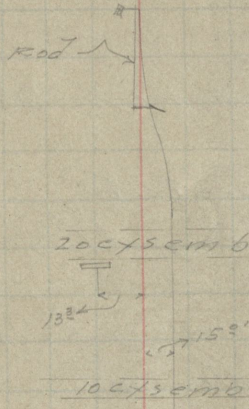
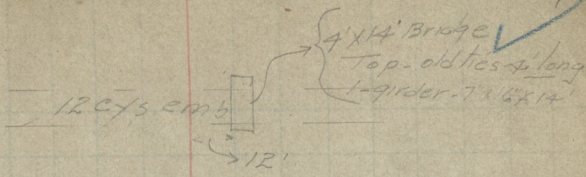
59+40° $\pm$ Chote

2056+58° H.B. S

53+29° E. End

2055+85° 34" X 10

Note:- Plusses for Street centers +
buildings are Butler moved 30 feet
back so as to agree with Street
centers on 5th. Plane,
Street block Plusses remain the same,
I studied



Note: Plans for Streetcar Post

note

April 30th 1913
F. Kinnic
G. F. Hooker

QUARTER

06+120 approx E

05+985 A-122

05+453 Park Fence 243' E

05+015 E ORDER BOARD 85' L

04+832 E END PRIVY 87' E

2104+353 E END DEPOT 14.8' E

2104+202 E MAIL CRANE

2102+902 - C-121

2102+00 B-121

2100+492 E ROAD XING

2092+772 A-121

2089+123 E ROAD XING

2081+490 E ROAD XING

122

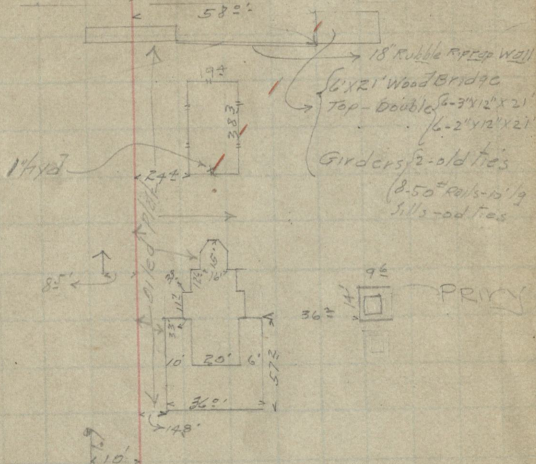
121

121

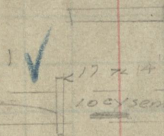
438' of 1" Pipe
to hyd in park

8

1254/5 emb
58'

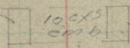


24' x 18' x 165
Wood 130'
Same as
other 30'

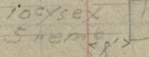


24' x 18' x 165 Wood 130'
Top & Bottom 2x12 x 30'
Sides - 2-3x12 x 2-3x12
Square ends

8' x 9' Br
130' ties
3-8' x 12' x 9'



8' x 10' Br
16 old ties



9' x 8' Br
130' ties

OVERTE

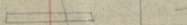
E115+947 H.B. Packing Ho Trk

B1114612 C-122

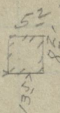
08+740 Fr. Co. Packing Ho

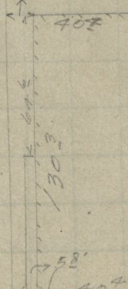
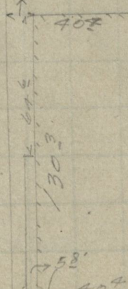
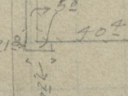
06+485 H.B. Fr. Co. Trk

2106+290 B-122 ✓

34'  8' x 14' BR ✓
 Top 6-2' x 12' x 14'
 Girders 50 lbs ties

14' 

52'  13'
 27'  PRIVY

130'  40'
 130'  40'
 58'  12'

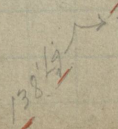
Connection to
 Private Water
 Line

1" Valve
 130'  16'
 1" Pipe

120'

67

60' x 16' BR ✓
 Top 10-4' x 12' x 16'
 Girders 50 lbs ties
 13' long
 11 lbs ties

130'  16'

May 15th 1913
F.D. Kinnic
& H. Hooker

- MONROVIA -

2160 + 19⁹ HB Spur

2159 + 29⁹ B-123

59 + 12⁹ $\frac{1}{2}$ Road Xing

2158 + 94¹ A-123

2156 + 92.9R M.P. 122

2149 + 00 $\frac{1}{2}$ Road Xing

2142 + 05 $\frac{1}{2}$ Road Xing

2140 + 90¹ E-122

2132 + 68⁵ $\frac{1}{2}$ Road Xing

✓ 2
✓ 1
✓ 4
✓ 2

123

40 ex 5 emb



- ✓ 2-Xing Signs
- ✓ 1-Sec Limit
- ✓ 4-WX Signs
- ✓ 2 Sta

No grading

122

(No Blows
all Remores)

25 ex 5 emb

122

200 ex 5 emb → 120 Burlap Sacks
of sand

40 old ties (or ice)

Not in grade summary

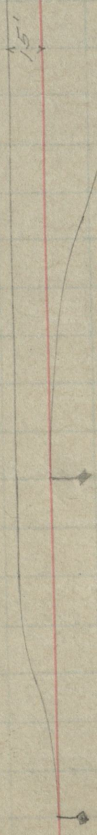
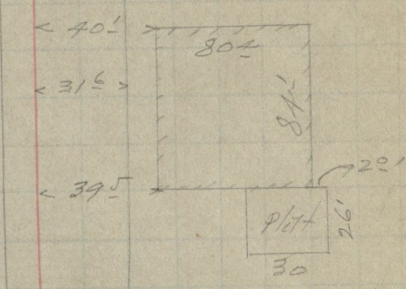
50 ex 5 emb

- MONROVIA -

2171 + 56? E. End Packing Ho

2168 + 76 $\frac{1}{2}$ H.B. Packing Ho Spur

2164 + 31 $\frac{1}{2}$ H.B. Pass Trk



MONROVIA

2178+17⁵ ORDER BOARD 25' L

2177+822 E End Depot - 25' R

77+15⁵ Park Fence

76+85⁵ D-IR3

Myrtle - St

76+69⁴ G-IR3

76+24⁰ end spur

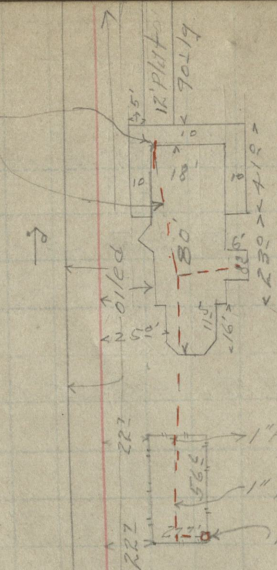
75+13⁰ W End Packing H^o

2173+63⁰ Packing H^o

grade raise
of 1903
B.N.
To take out 500 between Sta 2179 and
Sta 2204, 5327.7 Cu Yds Gravel was used
See Book 58 - Page 66 P.E.O.

act 6
WST

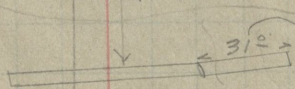
dim.
1" hyd



for more
complete plan
see photo
accompanying

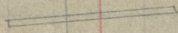
1" hyd
1" W.P.

Meter Connections

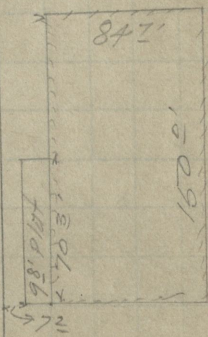


Ext under Rd
4-2" x 12' x 31'
7-3" x 8' x 4'

100 cys oiled



45'



- MONROVIA -

2185+71⁷ Mail/Grade 10' L

2185+21³ H.B. Fr 4 Hc spur

84+28⁹ H.B. Pass Trk

2178+87⁰ end spur

□

2167

1951 1961

12' 0"
90'-19
plot

7/27d

90-19

2220+49' A-124

MR 123

2204+130 E Farm Xing

2200+270 end Ple Dyke

2199+750 Beg Ple dyke R

2198+410 E-123

90+08 E Road Xing

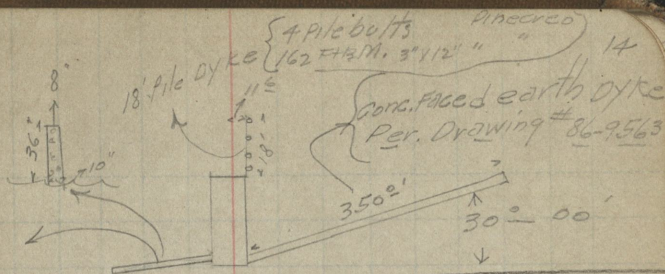
2189+830 JA 123

124
↓

108' core to well

4
1
2

108' conc. ret. wall



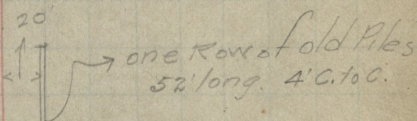
Protection work built after
June 1912 B.H.N.

2209 + 72.92

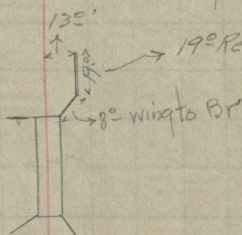
123

400 c/s emb

- 4 - Xing Signs
- 1 R/L Rack
- 2 W.X. Signs



19' Ret Wall



17' grading
summitary
19' retaining

60 c/s emb



- ARCADIA -

2257+25' HB. Pass TTK

2255+025' Road Xing

52+59.2 18"X18" Battery Well L

52+37.8 abandoned Semaphore R

B- AA 124

2225+63.2 B1 - No number

50
See

Rocky point

130'

325'
150'

55' Tie Dyke
row of old ties
on end

150' Cone Faced Dyke
See Drq # 86-9475

50' Cone faced Dyke
See Drq # 86-9475

50'

All protection work
built after June
1912 R.H.V.

320' 302.00'

Cone Faced Dykes
See Drq # 86-9475

4'

May 23/13 - ARCHDIA -
L. K. Ionia
W. R. Morrison
C. L. Morrison
G. H. Hooker

65+95° Line of Blg (Private Car H^o)

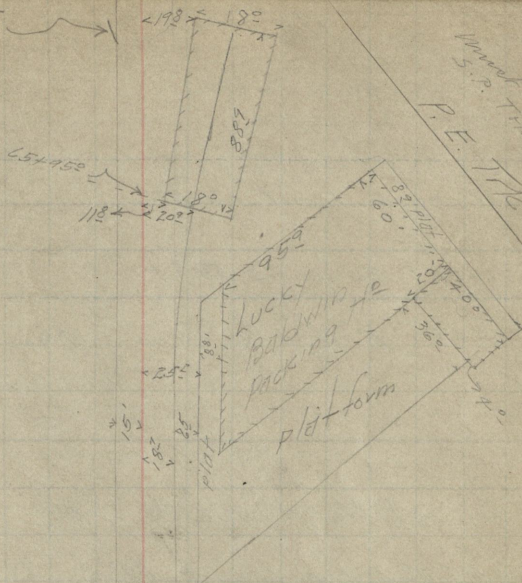
63+85° Line of Lacey Baldwin Packing H^o

63+41° Semaphore R. T. D. Rail on M.L.
M.R. 124

226+68° H.B. Packing H^o Spur

226+32° Road Yng

Draft 66+67



4

22.62 + 56.92

- ✓ 2 - Star Signs
- ✓ 2 - W.X. "
- ✓ 2 - X100 "

124

30 cfs emb

- ARCHDIA -

✓ 72+00 D-Rail on M.L.

✓ 71+74.9 Bunk H₂ 50³' L

✓ 71+48.5 Price to Depot - 46.5' L

✓ 70+69.0 Mail Crane R - 10'

✓ 70+27.4 E End Depot 29²' L

69+27.4 D-Rail on Pass Trk.

✓ 68+70.5 King Well 24' R 24' Bot Well

68+24.0 approx Inters. Clara ^{9/10} 15¹/₂' S L

68+16.0 2' X 2' Bot Well R

2267+45.0 $\frac{1}{2}$ S.P. King ✓

67+30.2 Line of Blg. Flagman's H₂

-ARCHAIOA-

2279+333 H.B. Pass. LK

78+372 end Rubble wall

74+532 Beg Rubble wall R

2274+3725 & Bet Ticks P.E. R/Xing

78+971 Coal Ho 756' L - (private)

2273+67 Sec. Ho 472' L

73+151 Privy 783' L 43x43

73+031 Fence L

72+832 Tool Ho 172' R

2272+585 Bunk Ho 47' L

72-508 Semaphore 23' L

-ARCHDIA-

2305+08' C-125

2293+93° Log in fences ✓

83+42' Semaphore L

2281+143 E Cook Cattle Gd ✓

2280+81° B-125

80+64° E Blvd

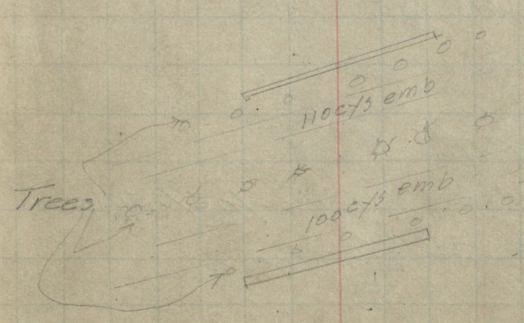
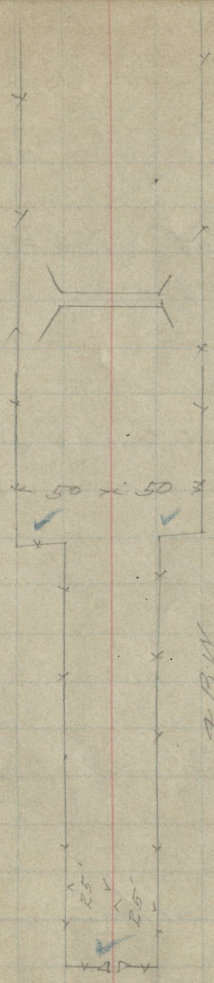
SANTA ANITA AVE

79+92° E Blvd

2279+72° A-125

4.15W
Post old trees 8'0" x 8'

7.15W
Post old trees 8'0" x 8'



- SANTA ANITA -

48+35° Beg of Sand Fence on R ✓
48+23° = A-126

46+50° Beg of Sand Fence on L ✓

42+28° Drail on Pass trk

2330+77° H.B. Pass trk

2315+32.92 M.R. 125

12+87° + Cattle Gd ✓
+ 68 + Road Xing 400 yds
2312+49° = Cattle Gd ✓

126



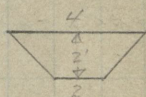
4

125

{ 40
Top
Side
Bottom

Sand Fence
 9 1/2 W
 Post holes 10' x 10' x 10'

> < Sand Fence



Assumed
 section of
 ditch in
 grade summary.

4 W
 Post holes 8' x 8'
 Very poor conds

10' x 12' Ditch

9' x 12' Ditch

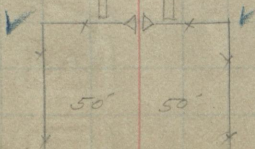
4 W
 Post holes 8' x 8'
 Very poor conds

300' x 10' x 10' (300 x 5)

135

40' x 32' x 30' Wood Box
 Top 3' x 12' Pine Unt
 Sides 7' x 16' "
 Bottom 3' x 12' "

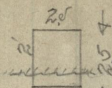
48' x 20' x 30' Wood Box
 Top 3' x 12' R. x Unt
 Sides 3' x 20' " Spare ends
 Bottom 3' x 12' "



Summary of 11-12-5

- 2 x 10' Signs
- 1-W.R. "
- 1-5' "
- 3 ex. set of 15' - ways

121-A

791.4 ds mile
12781.4 ds mile
126

Post 16-126

4.3W
1.21Post 16-126
8.26

Summary
 1-579 590
 1-NV 1
 1-PI 1
 1-X 199 590
 2 cons. 199 590

✓ 1-16' Wood gate
 4 boards high

20 cys
exc.

✓ 1-14' Wood gate (sliding)
 4 boards high

✓ 2, 24' x 24' New Wood Boxes (1918)
 Top - Double 24' - 3" x 12' x 52' present
 Sides 4 Center - 12' - 2 1/2" x 24' - 1" RW unit - 2226
 Bottom - 24' - 3" x 12' x 52'

✓ 4.3W
 Post - 16-126

✓ 4.3W
 Post - old 126 8.06

✓ 2.5' Wood gates
 end of Sand fence

50 cys emb

512-126

✓ 4.3W
 Post - 16-126
 end of Sand fence

May 3 1913
FOXHOLE
NE Margin
G.H. Hooker
C.L. Watson

2402 + 30° end Riprap Wall R

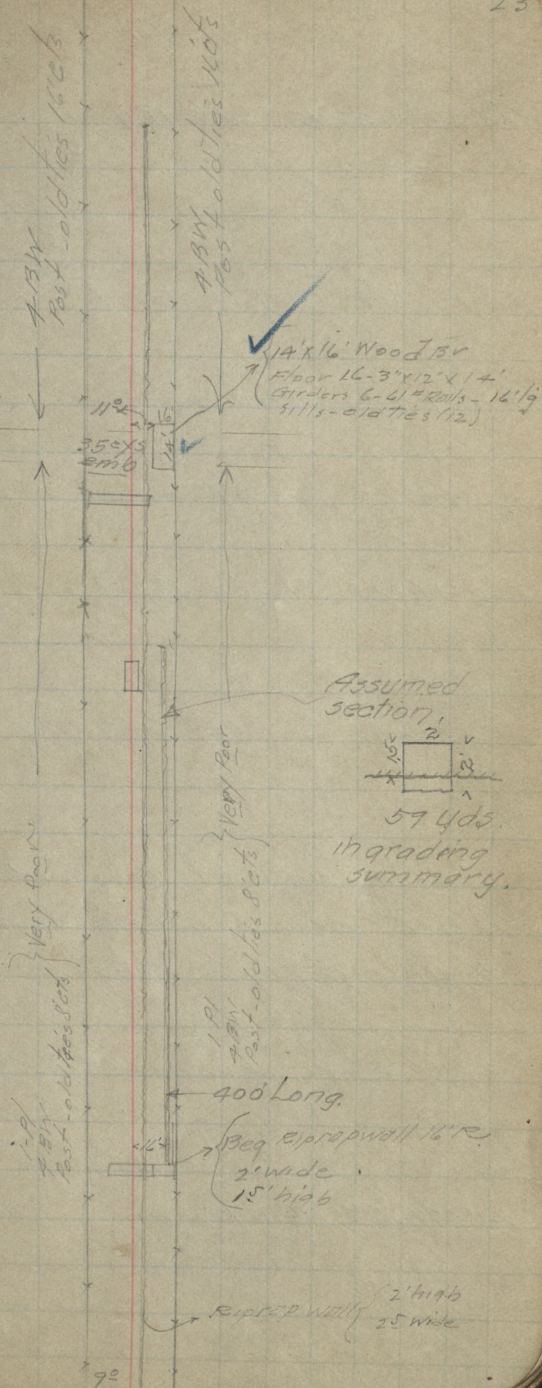
94 + 27° $\pm$ Road x 109

2394 + 12° C-127

2392 + 97 end Riprap Wall 16' R

2392 + 77° B-127

2388 + 90° A-127



- CHAPMAN -

(2) 2420 + 92.92 D.P. 127

17 + 77° Beg fence L ✓

2417 + 44° H.B. Spur

14 + 92° E-127

2414 + 29° Sta Sign 18° R

13 + 09° end Sand Riprap

11 + 77 Back of Bomper

11 + 57 Beg Sand Bags (Riprap)

2411 + 40 E Road Xing

2411 + 13° end Fences KVL ✓

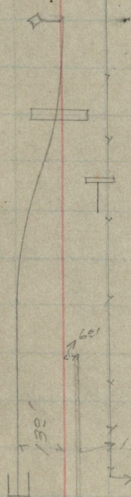
2409 + 56° D-127

127

Summer ✓

- 2-Std signs
- 2 WX "
- 1-Xing "
- 3-Cor Setoffs 12 cys

30' 18W
 18W
 60' 18W
 80' 18W
 48W
 18W
 60' 18W
 80' 18W



20 cys emb

24" X 10" X 140' Wood Box
 Top - 3" X 10" X 30" RW
 Sides - 3" X 10" " } 100
 Bottom 3" X 10" X 30" "

127

128

2456+262 B-128

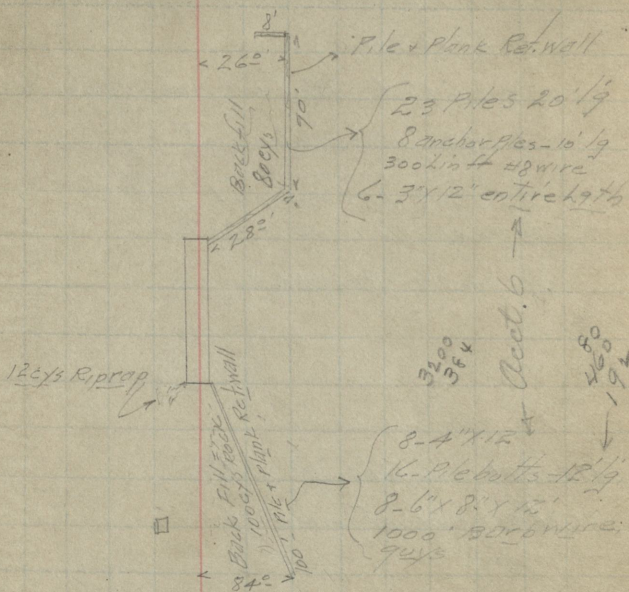
2455+842 Battery Well L (3x3')

2452+382 ~~+~~ Road Xing

2444+712 A-128

2435+90 ~~+~~ Road Xing

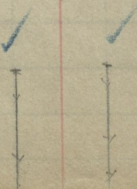
2430+202 end Fence RVL ✓



25 cy emb



12 cy emb



Lamarino Pass

74+77² end Plat. to depot. 14³

74+83² end Spur

74+64² to Wood tub water Tank 55² R² L

2474+49² Water Calving 8⁵ L

74+69² End Frt. Plat.

2474+64⁵ Mail Crane 10² L

73+77² R. P.R. 12⁸

2472+75⁵ Packing 14² 22² R

77+15¹³ Beg. of ailed Plat

71+31² D-Rail on Packing H² Trk oper by switch Stand

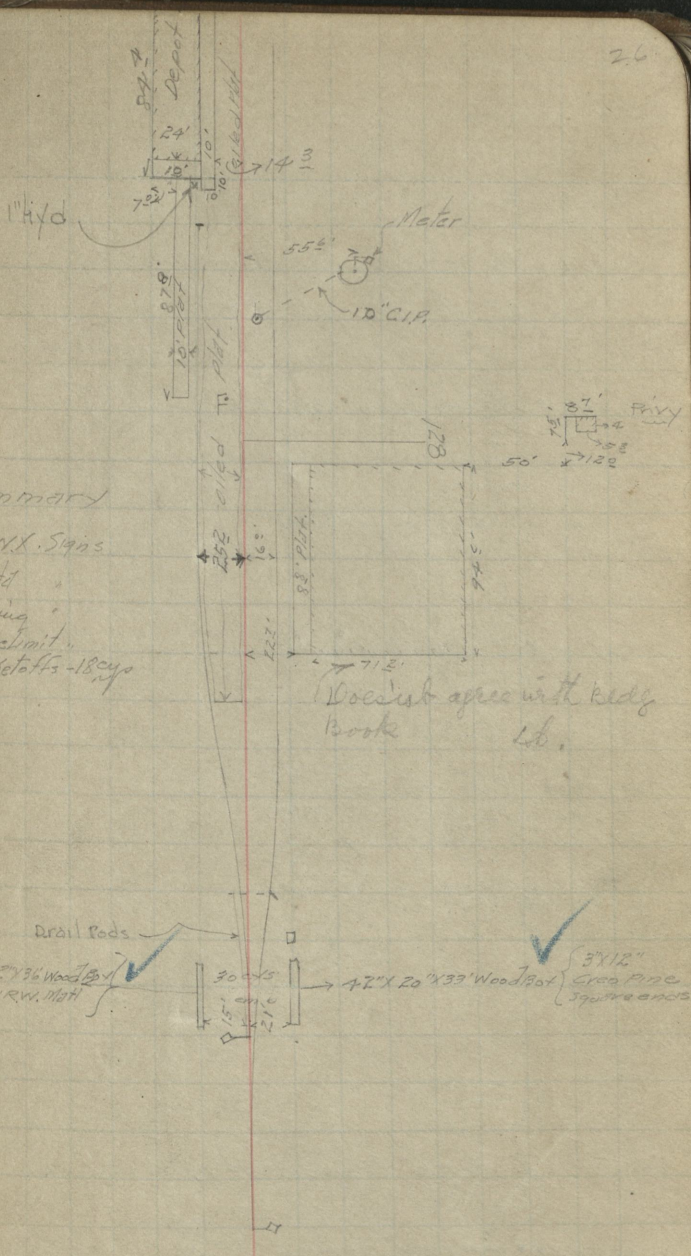
71+00 Xing Bell 35² R 1-20" X 36" Btt. wall

70+71² to DMISY St.

2470+42² H.B. Depot Spur & Team Spur

2469+51² H.B. Packing H² Trk

129
129



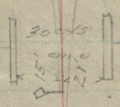
Summary

- 3-WX Signs
- 2 St
- 1 Xing
- 1 Seckmit
- 3 car setoffs - 18' each

Doesn't agree with Redg
Book

Drill Rods

12" X 12" X 36' Wood Post
3" 1/2" R.W. 110H



12" X 20" X 33' Wood Post
3" 1/2" R.W. 110H

3" 1/2" R.W. 110H
3" 1/2" R.W. 110H

LAMBROO, PARK

24804 63² H.B. Winery spur

80+14² $\frac{1}{2}$ Frame St

79+92³ D-Rail on Pile

79+00 Box under spur

78+46⁵ end Picking H²

24771 92² H.B. Pile

77+76² Warehouse 215' R

77+71⁵ + Road King

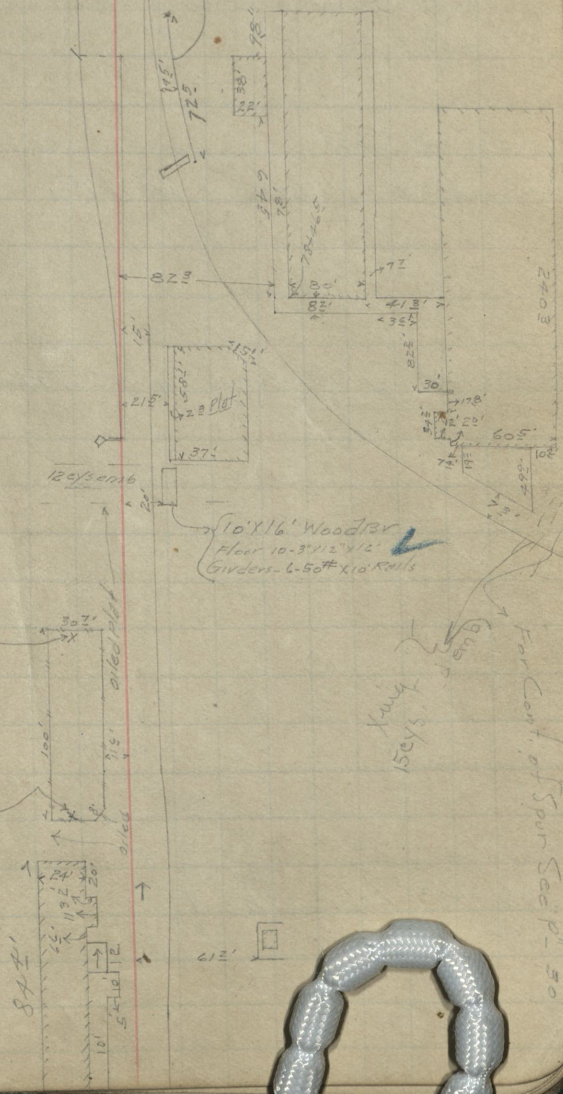
24751 96² Park Fence 116' L

75+51³ ORANGE BOARD 85' R

24751 52² Privy to Depot 113' R

60-45 emb

24' x 72.5' Wood Ret Wall
2.2' x 12" x 72.5' RW
4' 10" x 4' 10" x 72.5' RW
Bolt #12



For Cont. of Spur Sec. P-30
150' x 150'

LAMARDA PARK

2487+872 B-129

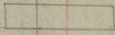
87+75° Approx L County Road

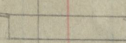
87+552 B-129

26+132 2' x 3' Battery Well R

2484+382 H.B. Packing H₂O Ttl

2481+582 Lbr. Shed

5cys Riprap  5cys Riprap
100cys M: C. Coleman

5cys Riprap  5cys Riprap

Note: Riprap
with Bridges

3460

66'
30'
Lbr
500d

223

LAMARCA PARK

Continued on Page 31

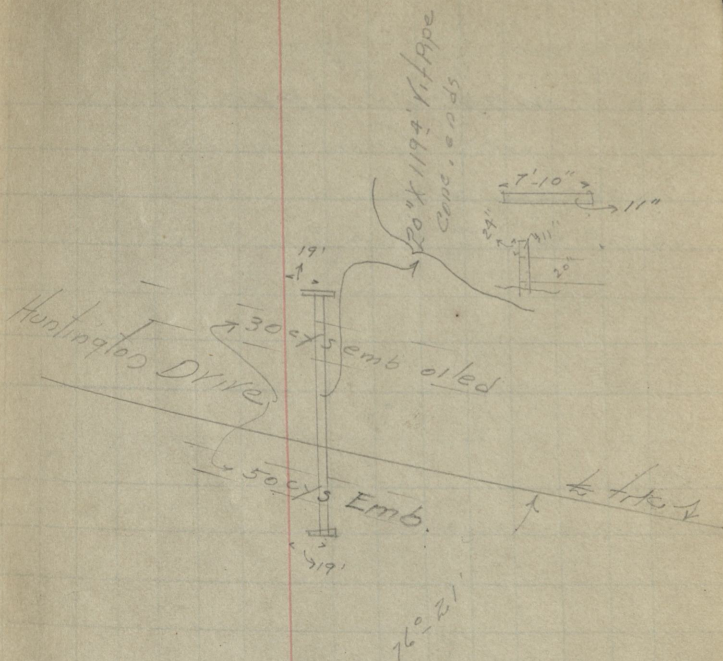
96+100 # Road Xing

2495+665 # Los Angeles Interlocking Paving Co

95+40 # Road Xing

95+09° E End Vlt Pipe Conc. ends ✓

91+195 H.B. Pass Pk



LAMARION PARK

Winery Layout
contd from Page 27

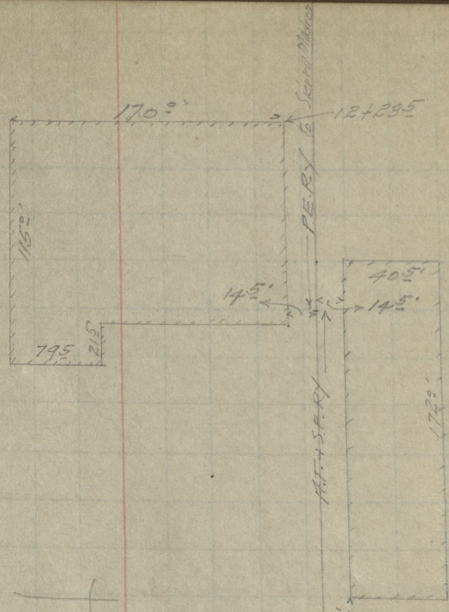
11450⁰ end Wisc.

11437³ end Co. Hts + Connecting with P.E.R.

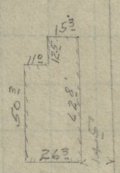
4 Wood Box (21' X 16' X 16")

4 County Road Xing

4 Wood Box (21' X 16' X 16")

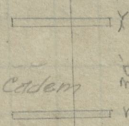


Winery Layout



200/3

McCormick



McCormick

to ML

NY-561913
F.D. Kinne
W.R. Morgan

WILTON

26452.92 M.P. 129

25234624 H.B. Ind. Hk.

25154595 E-129

1544524 Oak Ave

114152 D-129

114204 Road Xing Craig Ave

251048584 G-129

2502404 St. Road Xing Roosevelt Ave

Cont'd From Page 29

2 1/2
1 1/2

138



Symmetry

- 5 W.X. Sides
- 7 Xing
- 1 R/Rack
- 1.58 Sides

129

129

4.5 c/s emb



30 c/s emb



each
1.8' x 12' x 2.4' Wood Box side
Top. 2' x 12' x 2.4' Pineunt
Sides 2' x 12' x 2.4' Pineunt



25 c/s emb

- WILTON -

2534+76? H.B. Ind fix

32+94° Edge of Ellis Bomper

32+90 Edge around Lbr yard

32+66³ B-130

32+52 to ALLEN AVE ✓

2532+299 A-130

2531+430 St. Sigis 225' L

32

62+25² End Line of Conc Walk
62+19⁵ Xing Bell 14' R 1-2' x 4' Bat well

62+14² L D'A - 130

L Hallaton Ave

{ 85 cys emb oiled
19 Cracks
5-3' x 10' x 33' Plan K
4-3' x 8' x 33' Plan L

2561+85² L D'A - 130

61+69² E. Line of Conc walk

51+61² Xing Bell 15' L { 5-2' x 4' Bat wells
1-8' x 8' x 10' Pole
12' cable

2557+49⁵ D-130

L Hill Ave

{ 100 cys oiled M. C. Denny
3-3' x 12' x 26' Xing Plan K

2557+05² C-130

2544+11² B'A - 130

2543+11² Bat Well R.

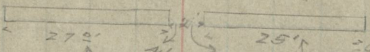
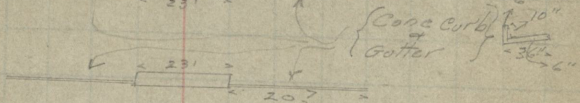
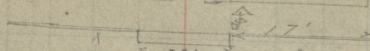
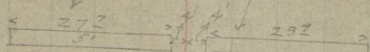
- WILTON -

2538+39² H.B. Lbr Co. Spur

36+01² anchor yard Fence

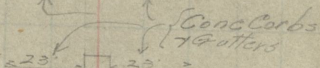
6' x 5' Conc Walks

22



6' x 5' Conc Walks

→ 170 - 12' R



Conc Corbs
Gutters



15' x 15' Wood Box

2

12' x 15'

70 + 24⁶ E-130
70 + 112 East Line Conc. Walk (5' wide)
2570 + 062 E-line Conc. curb & gutter (8' curb - 36" gutter)

E Michigan Ave
+ 69 + 436 E-line Conc. curb & gutter (8' curb - 36" gutter)
2569 + 622 E-line of Conc. walk (5' wide)

66 + 413 east edge Conc. walk
66 + 313 E curb
66 + 150 E Street Xing } 5-3'x10'x33" pipe
+ 995 E curb } 4-3'x8'x33" vent
2565 + 98 E Hog Bell 13' R. 1.3'x4' 13ft. Well
2568 + 892 Conc. walk E edge

2564 + 083 E-130

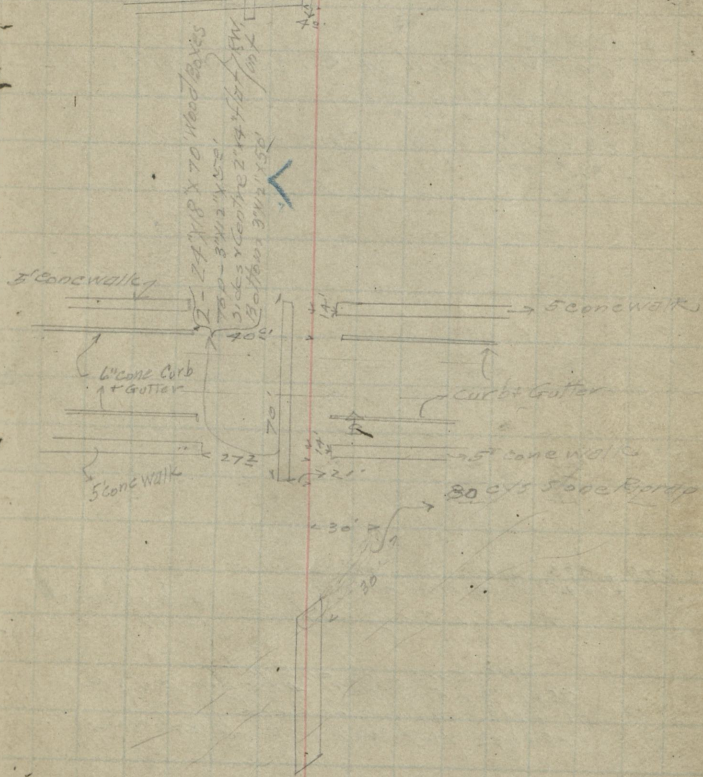
62 + 342 E Bell Well (2'x4') { 1- Wood Stake Pole
1- Relay Box

1-8'x8' cut well
1-2'x4'

Ving Bell 1/2" R
5'10" to 12.2

2-4'x4'x6' wood boxes
Top Bottom 4'x10"
Sides Centre 2'x4"
Slapings and
R. W. 1/2"

$$Xing = \begin{cases} 5.3 \times 10 \times 33 \text{ yms} \\ 4.3 \times 8 \times 33 \text{ yms} \\ 60 \times 10 \times 12 \text{ yms} \end{cases}$$



9
□ 1

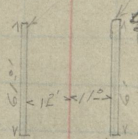
82+695 X 179 Bell 14' R (2-3' x 4' Bat Well)
82+697 Corb Line on L
2532+618 Corb Line on R
+ 363 Corb Line on R
258+318 Corb Line on R

2578+483 Corb Line on R
78+452 Corb Line on Left
+ 176 Corb Line on Right
78+176 X 179 Bell 14' R - 2' x 4' Bat Well
78+148 Corb Line on Left
78+072 Bat Well 16' R - (2' x 4' Wood)

2573+95 1283 ± Stephenson Ave
60 cys oiled McAdams
5-3' x 10' x 33' Precast
4-3' x 8' x 33' Precast
73+735 X 179 Bell 18' R (2-3' x 4' Bat Well)
Cement



1- 24" x 16" x 61" Wood Box each side
 Top Bottom 2" x 12" x 28"
 Sides - 2" x 8" x 61"
 100 c / 5 side of the box



X-ing - 5.3" x 10" x 33"
 4.8" x 8" x 33"
 100 c / 5 side of the box

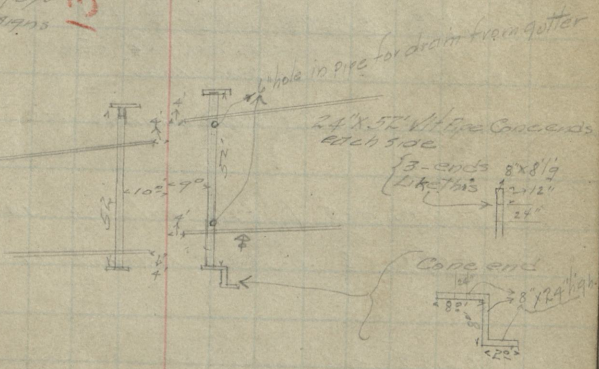
101

101

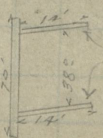
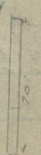
101

- 7- W.X. 8' x 12'
- 1- X 12' x 12'
- 1- 5' x 12'
- 2- Can. Slat 9' x 12'
- 2- P.V. 11' x 12'

100



1- 24" x 12" x 70" Wood Box each side
 Top - 2" x 12" x 28"
 Sides - 2" x 8" x 70"
 Bottom - 2" x 12" x 28"

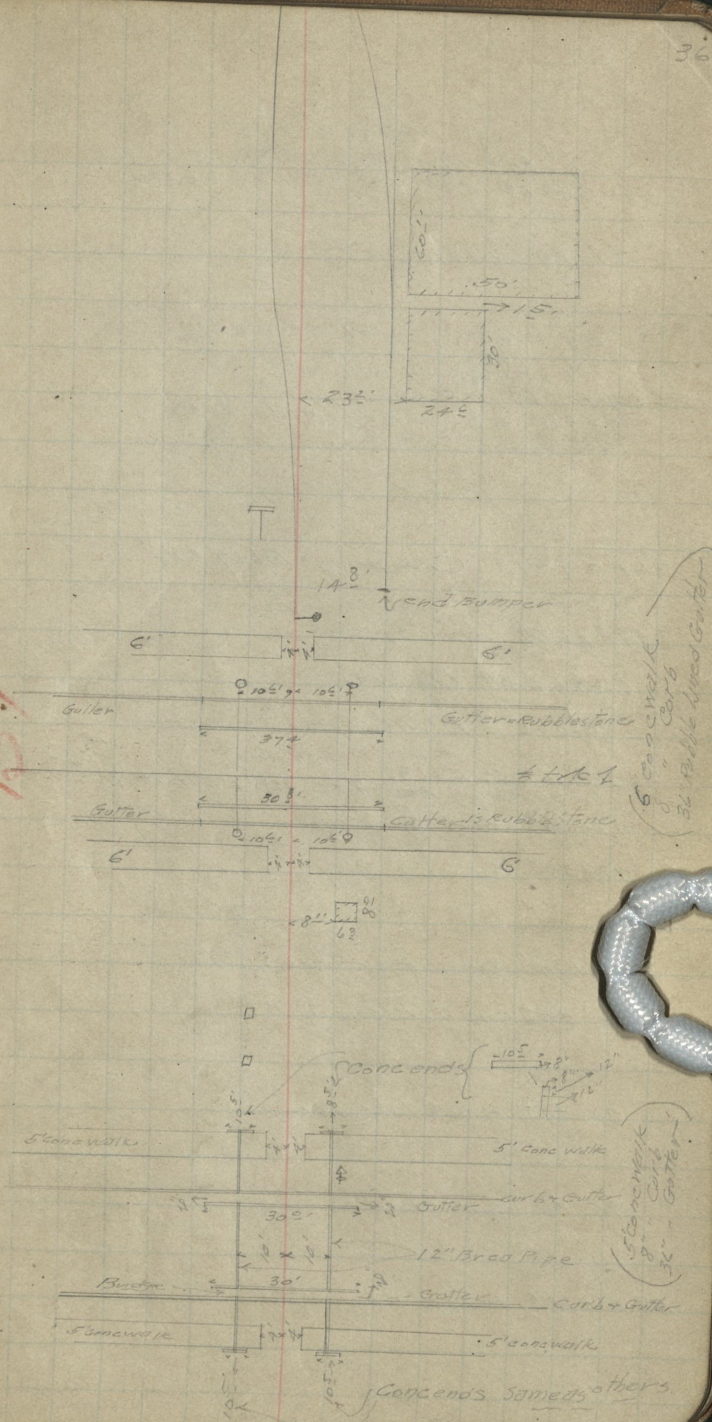


1- 24" x 12" x 14" Wood Box from gutter into box
 2" x 12" x 14"



131

W.C. 1000
2000
1000



5' concrete
8" - Gutter
30' - Gutter

5' concrete
8" - Gutter
30' - Gutter

Concrete same as others

2605+40° Watchmans Hq 6"X4"X7-9" R
24+30° Corb Line on R
2605+49° 1/2 E-131 + Corb Line on L

El Molino Ave

04+962 1/2 D-131 + Corb Line on L
04+958 Corb Line on R
04+983 Xing Bell 13" R
2604+81° H.B. Spur
04+80° 1/2 2-2'X4' Bat Well 12" R

2603+97° Company Bldg 32-1" L

2598+65° end Spur

98+44° C.B.-131

98+27° 1/2 E 1st Ave. (7-3"X10"X32" Road J V
50 cy emb)

2598+106 C.B.-131

98+062 Xing Bell 14" R (1/2'X4' Bat Well)

2597+86° end Spur

2597+38° W. end Bldg

2596+74° Coal Hq (Brick) 22" L

96+50° end Coal shed

95+79° H.B. Lbr Spur

95+30° Coal Shed

2574+78° Fence - L-23°

Meters

Porch 1/2, 11 3/4 hyd

[-> 8"x8"x10' Conc Pole, 60' cable

3/4 lines

2' x 4' Box w/ob

2' x 4' Box w/ob

2' x 4' Box w/ob

LOS ROBLES

2618+37° Watermans H₂

2618+28° Park Fence

2617+81° Depot-

2614+60° ± 28'4" Bot Well 11' R

19+51° ± 25'4" Bot Well 11' R

14+43° Conc Walk on L

14+42° Lining Ball - 14' Left ?

14+39° Curbline on L

2614+35° ± L-131

CHILENO FIVE

14+07° ± H-131 + Curbline on R

14+08° Curbline on Left

2613+95° Conc Walk R

2610+05° Bot Well R

2604+93° Conc Walk

2609+86° Curbline

2609+85° ± G-131

Middleton H₂

2609+51° ± F-131

09+50° Curbline

2609+38° Conc Walk

May 1, 7th 1913

Exhibition

W.R. Morgan

PASADENA

26+25 $\pm$ carb Bumper

26.25+27.3 W. end Coal Shed

23+76.3 E. end Coal Hc

26.23+70.9 edge Conc. Walk

29+64.2 curb line

23+63.2 $\pm$ M-131 + gutter

ENGLID HVE

+19.3 L-131 + gutter

23+18.3 curb line

+14.2 $\pm$ Xing Ball 179'R

26.23+0.6 E. edge Conc. Walk

23+0.6 - 28' 4" Bot. Well 14'R

26.23+90.28' 4" Bot. Well 14'R

26.23+17.3 H.B. Coal & wood Spr

+12.3 E. edge Sidewalk

26.19+10.3 $\pm$ Xing Gates (Budo) 105' RVL

20.82 curb line

19+06.5 $\pm$ K-131

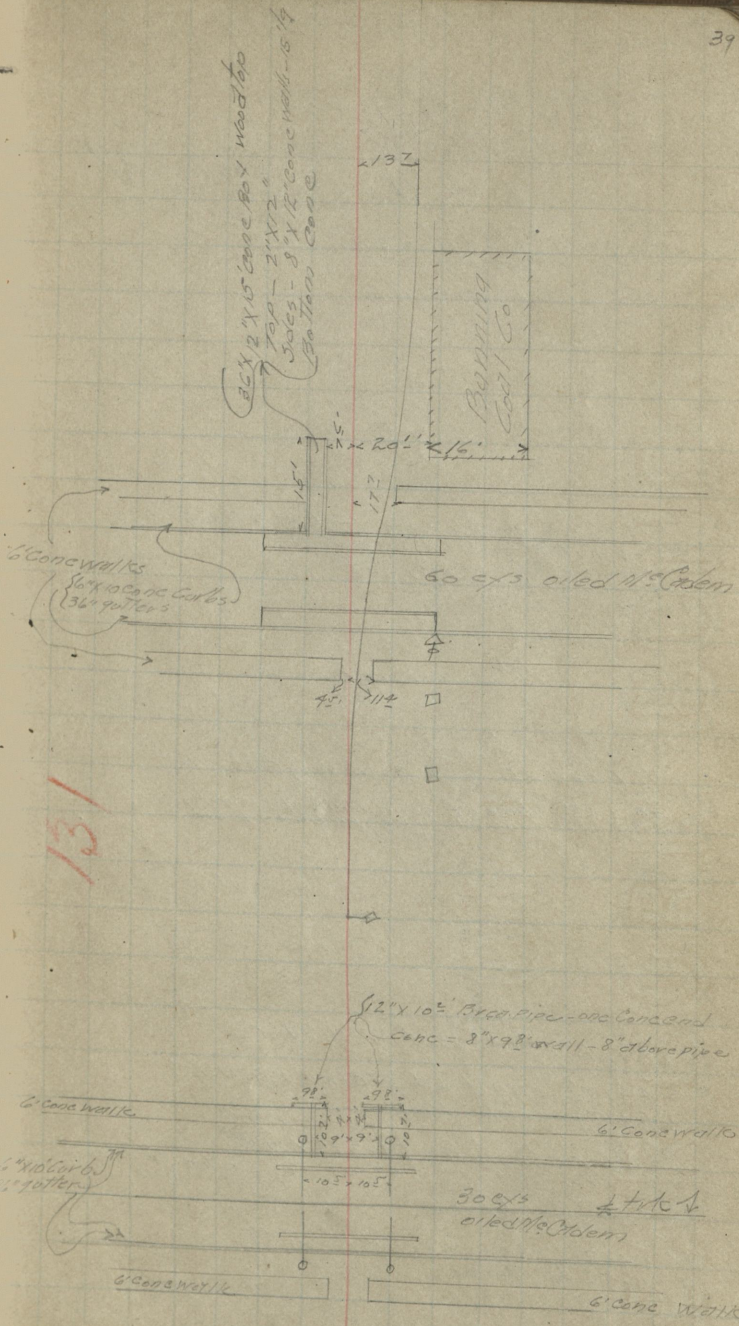
18-83.2 $\pm$ Trk - St. Ry Xing Los Robles St

18+59.5 $\pm$ J-131

+58.2 curb line

18+55.8 Budo Xing Gates 105' RVL

26.18+48.3 E. Edge Sidewalk



PASADENA

35+52.4 Line of Sidewalk
35+48.2 Curb Line

1/2 Chestnut St { 5-3'x10'x33' ✓
 { 4-3'x8'x33'
 { 20 cys old McPherson
35+14.8 Curb Line
2625+02.2 Line of Sidewalk
+93.8 28'14.0 Bot Well R
34+87.2 22'4.0 Bot Well L

33+15.4 Withmans Hs (Wt to Hs) 85 F
33+12.3 Line of Sidewalk
33+08.2 Budd Xing Gates
33+04.2 Curb Line
2633+06.5 E B-132

March 1990

2632+67.5 d A-132
32+65.3 Curb Line
32+60.6 Line of Budd Xing Gates R & L
32+49.5 Line of Conc Walk on R Hs /
2632+44.5 Line of Conc Walk on L Hs

2628+28.2 28'14.2 Bot Well 14' R

28+17.8 edge of 5' Conc Walk
28+12.8 Curb Line

Worcester { 5-3'x10'x33' ✓
 { 4-3'x8'x36'
 { 60 cys exc - old McPherson

27+7.6 Curb Line

27+6.7 edge of 5' Conc Walk (5' conc)
27+6.5 E B-131

- PASADENA -

434709 H/B Xorer #4

424963 Lbr Shed

2641784 S H/B. Xorer #4

374307 Food Hc

374308 D-132 (R/L to the)

Line of Gang Walk

374072 Gurb Line

WALNUT ST

{ 100 cys emb
10- 3'10" x 34' Pineunt ✓
8- 3'18" x 34'

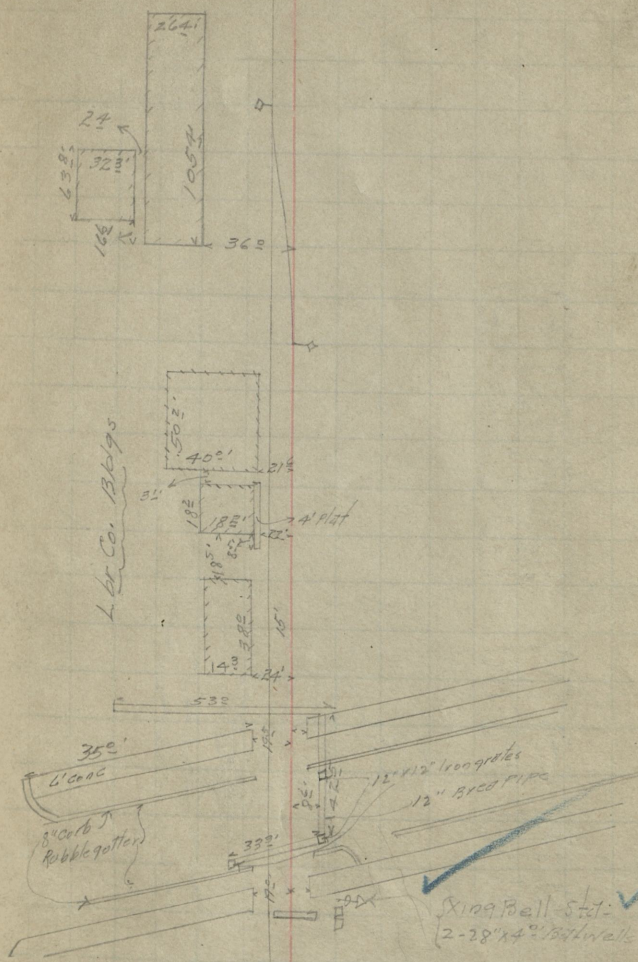
2638445 Gurb Line

38464 Line of Gang Walk

2638458 (A) 132 (1st to the)

1 C.D.

26364872 H.B. 17. 1. + C.S. Co - H.L. Co.



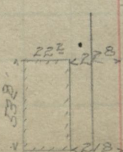
2626-11- E. edge Sidewalk - Holly St.

2625-507 Lbr Co. office. (Frame Bldg.)

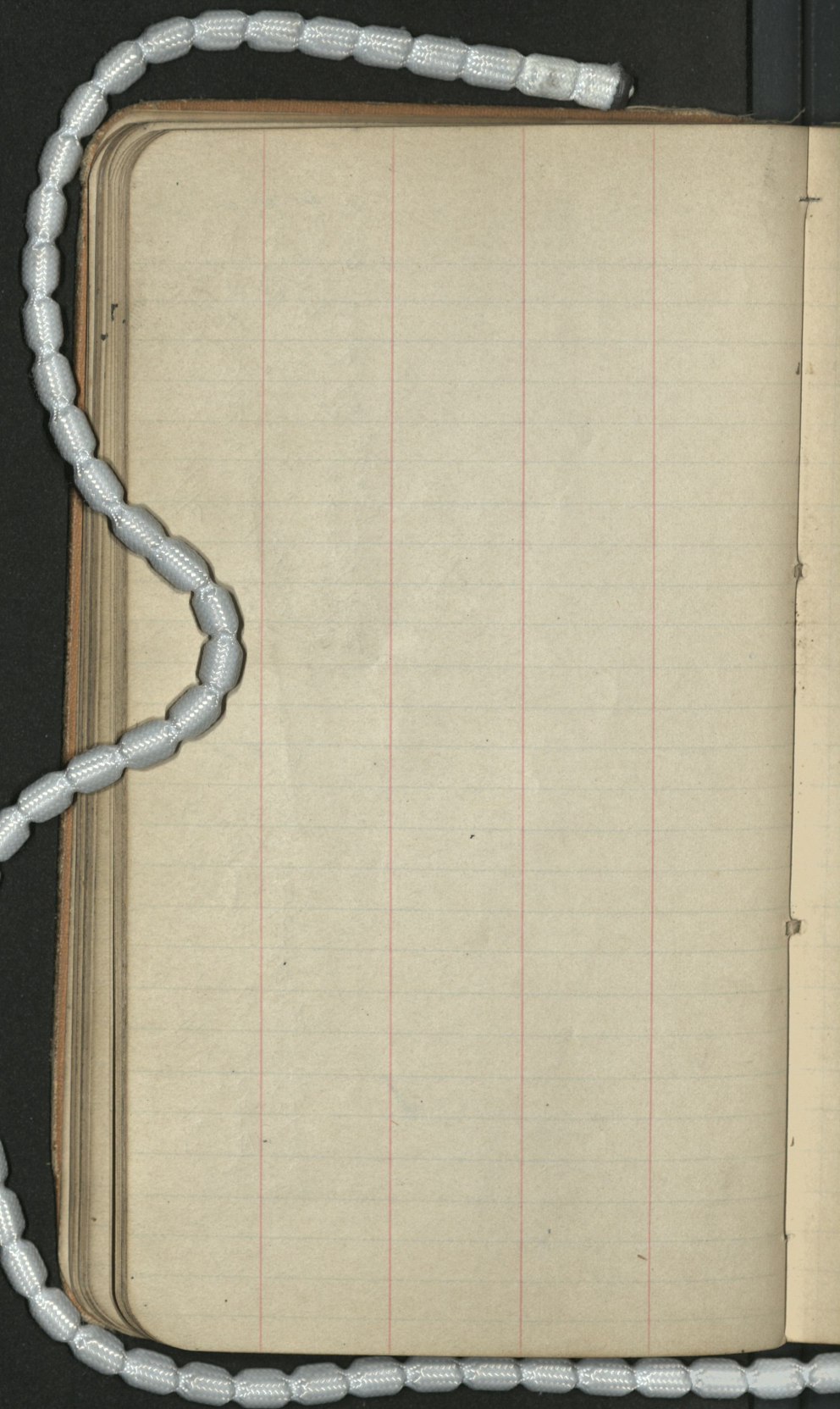
✓ Summary Mile 133
 1-6-WX. 51945 } 2043 Rk
 1-5th " } 3" emb
 1-Xing " }
 3 car Scholts 10 Cx3 emb
 36459 14 Rk

✓ Summary Mile 132
 1-5th 519 } 2104 Rk
 1-2-WX. " }
 1 car Scholts 10 Cx3 emb
 25059 Rk

5-2 1/2 x 10 1/2 x 3 1/2 1/2 inch ✓
 4-3 x 8 1/2 x 3 1/2
 12045 Emb

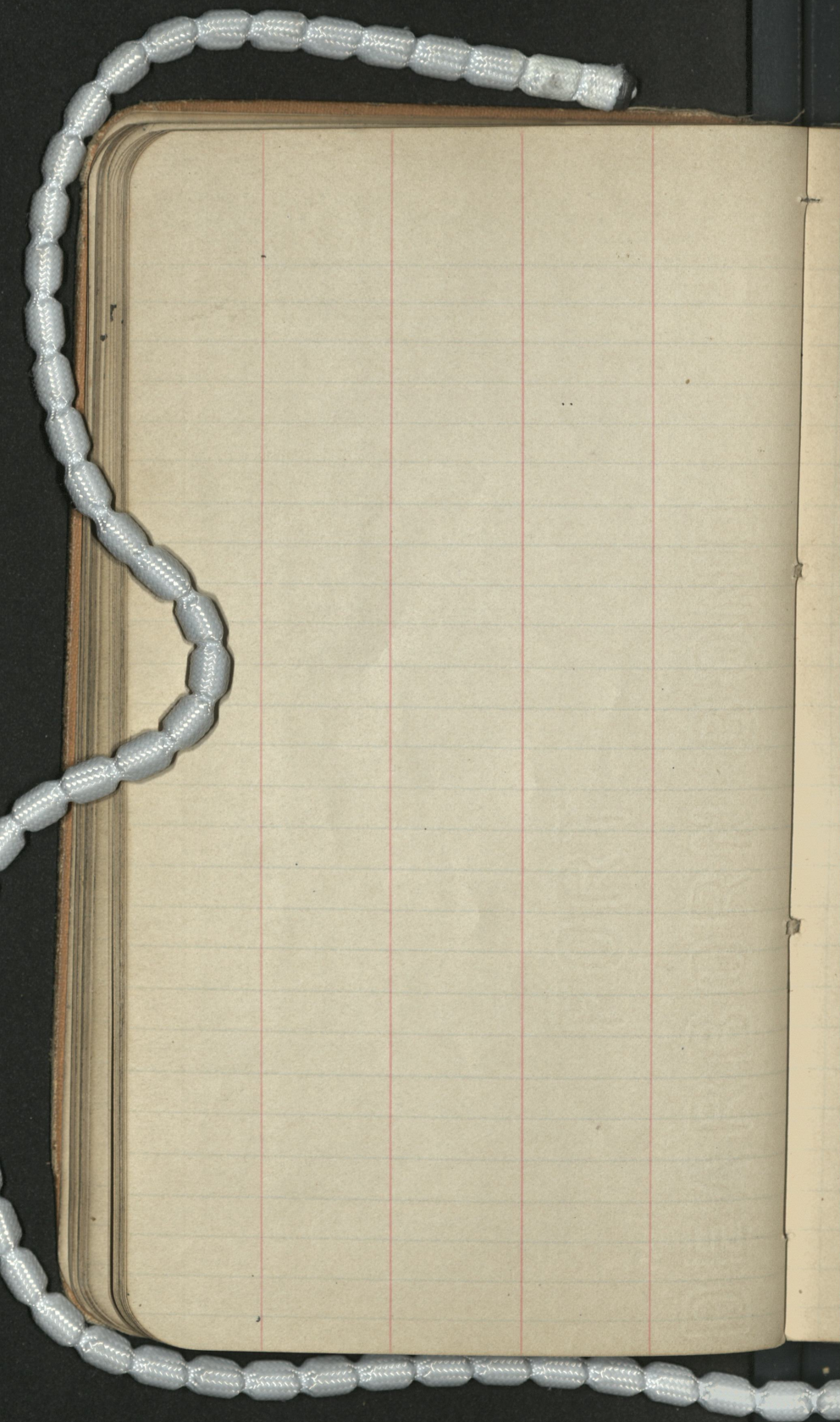


15' 5" wide

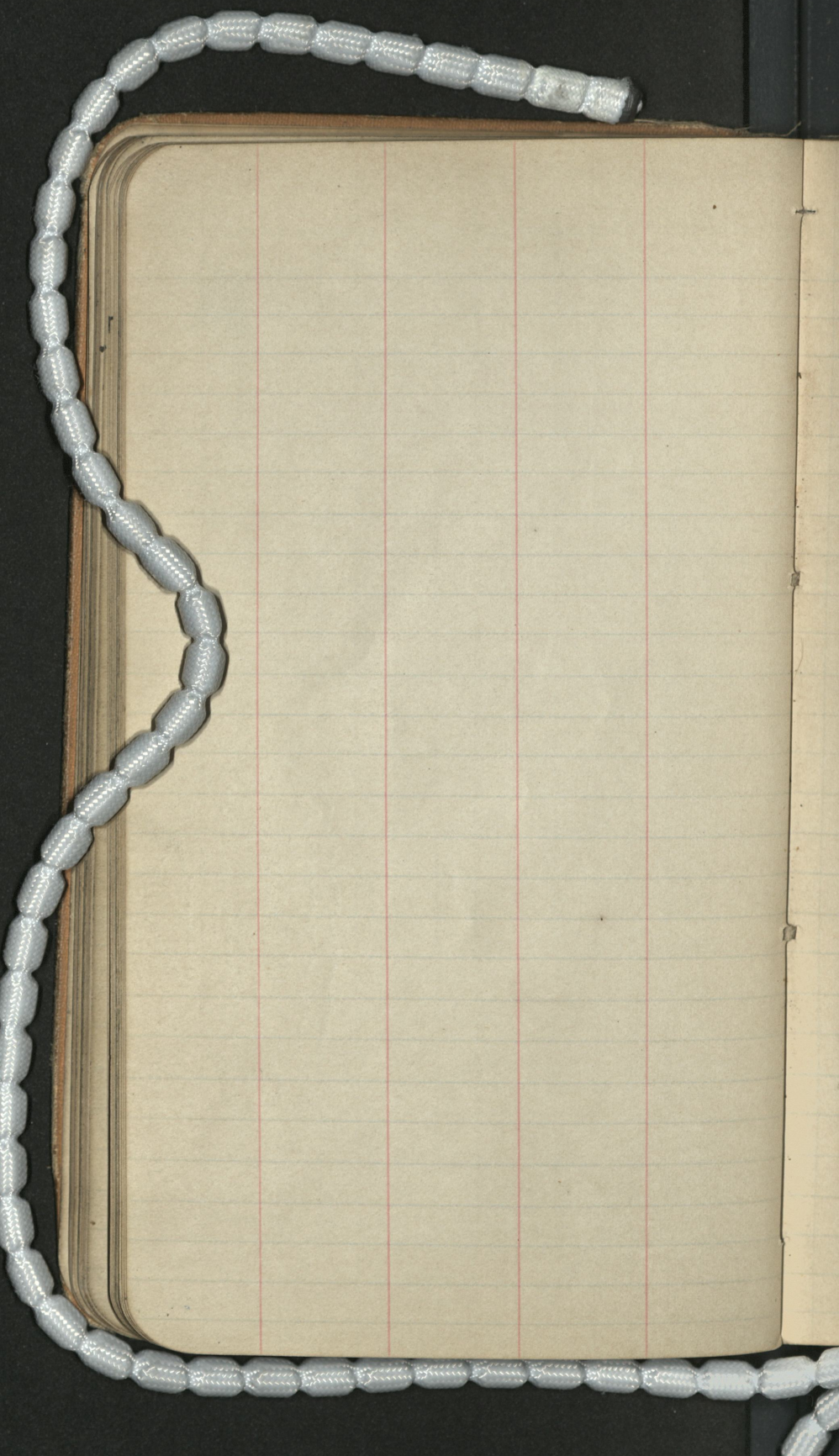


43

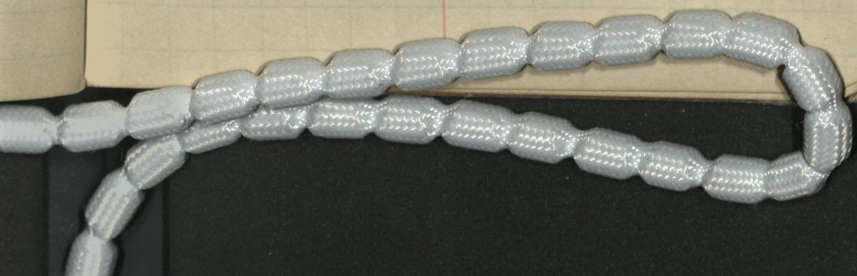


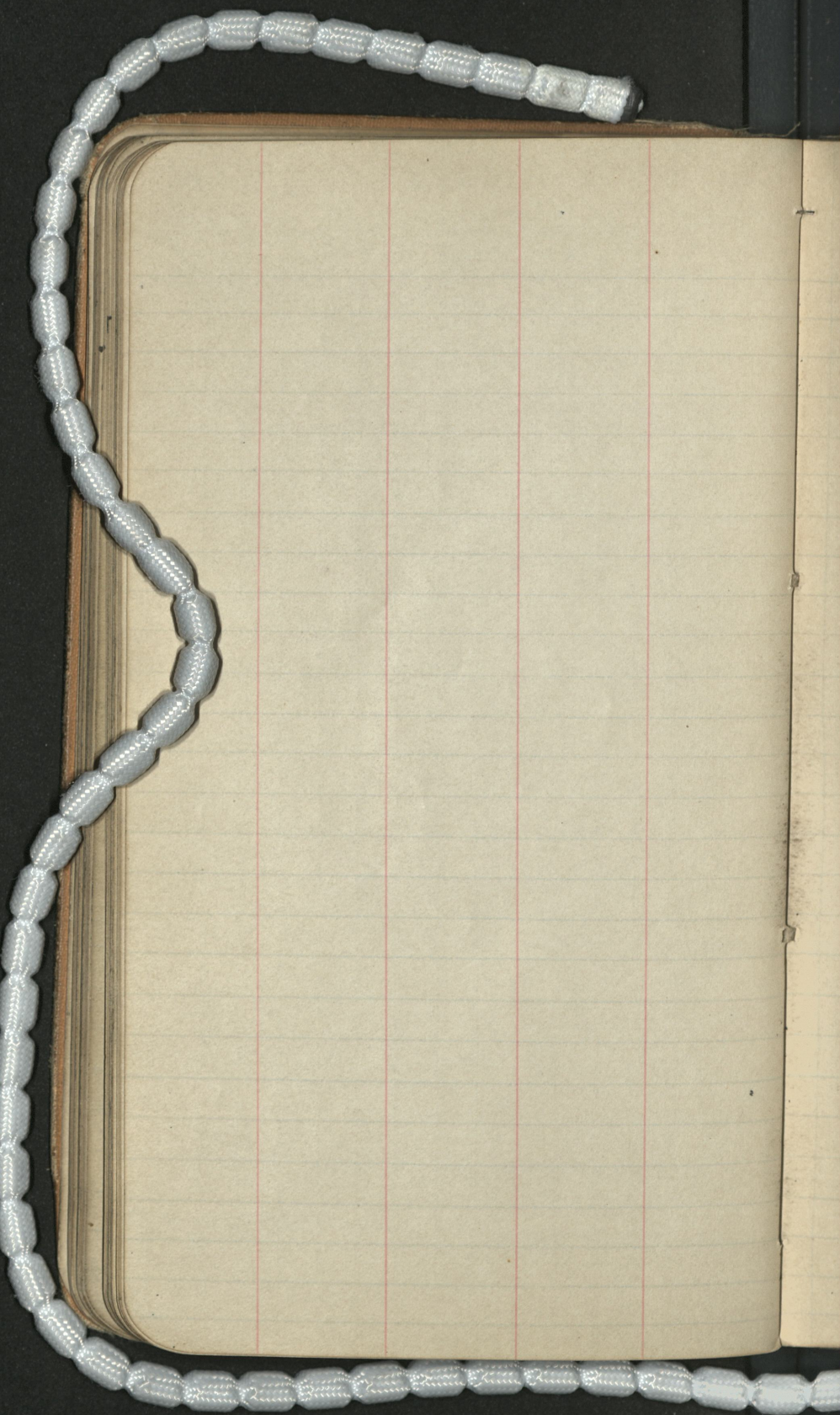




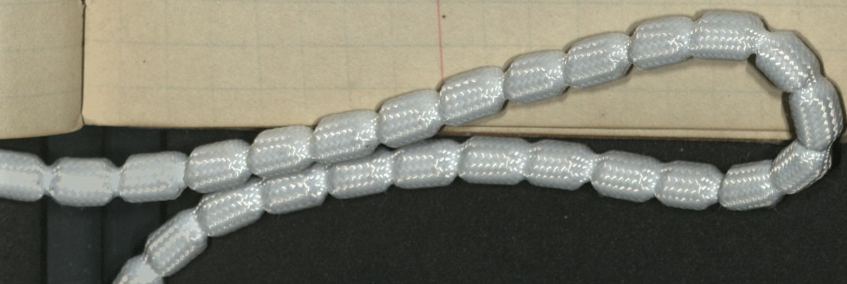


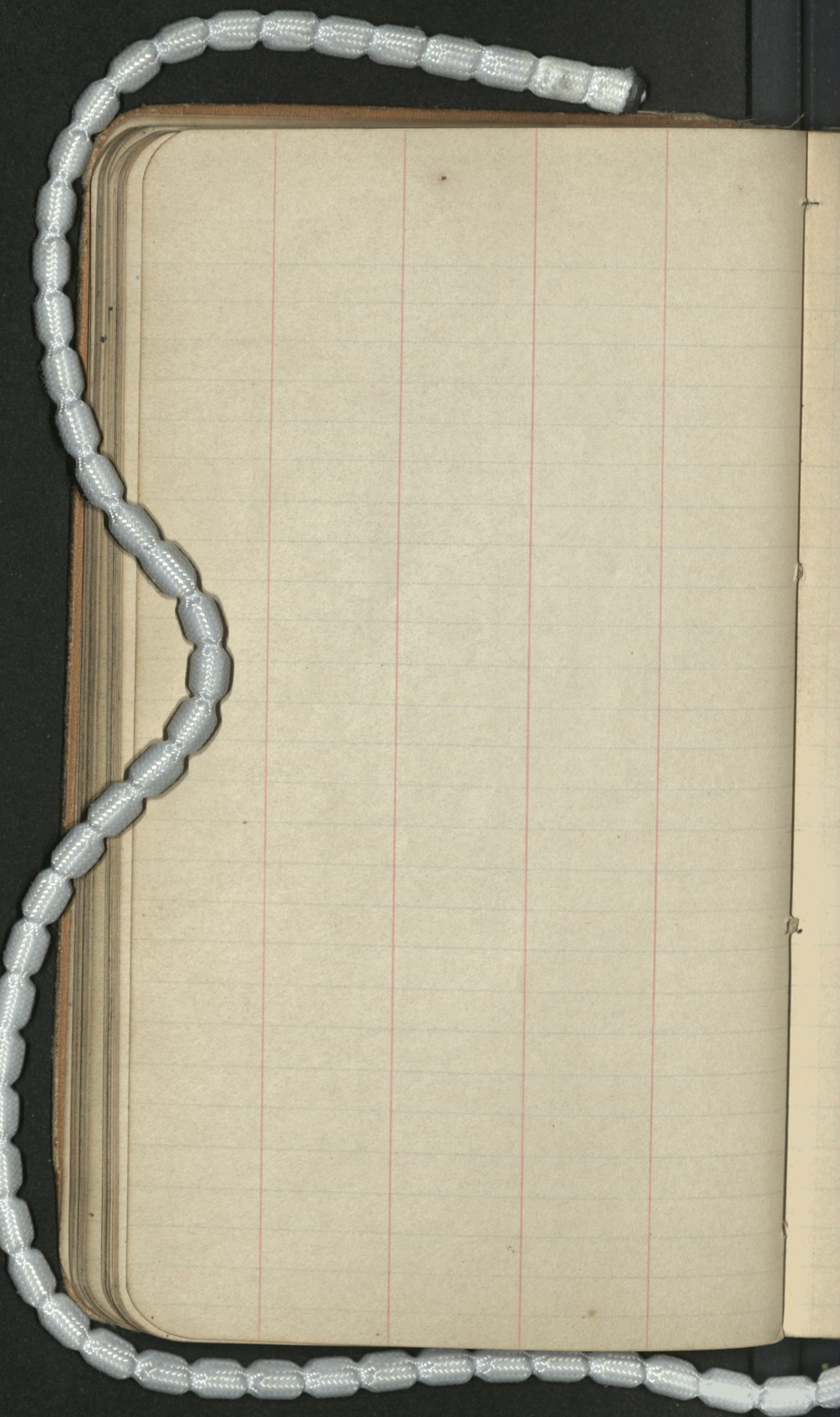
45



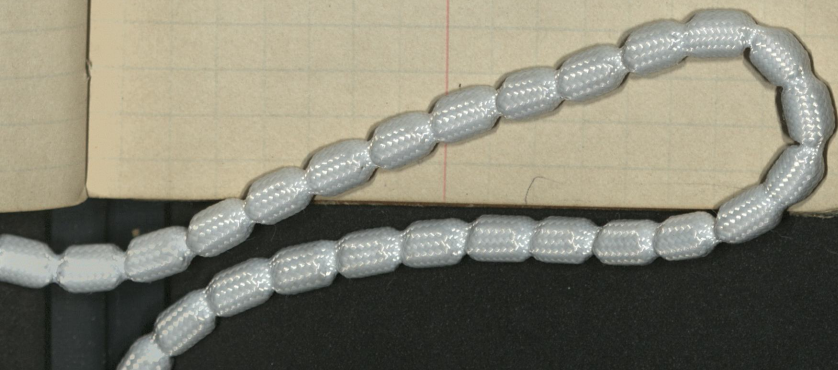


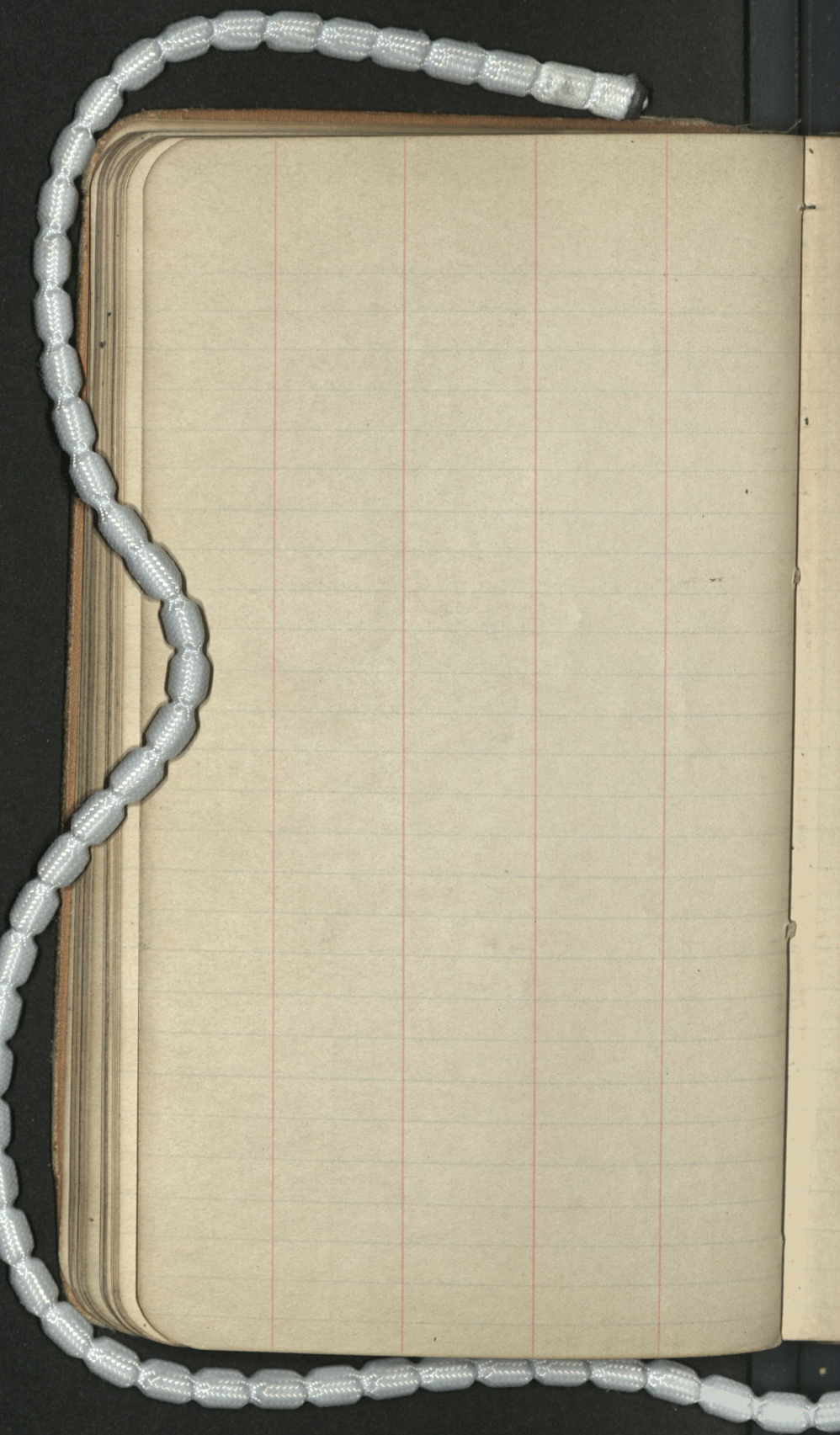
46





47







May 12, 1918
F. W. W. W.
G. H. W. W.
C. L. W. W.

64 + 90 $\pm$ Oakville }
Fairview }

2764 + 594 G-134

2762 + 05 approx $\pm$ Magnolia 5 ft.

2756 + 710 approx Location F-134

Xing - 60 cfs
oiled M^s Cadem

551960 E-134 approx-Location

2754 + 675 D-134

20045

oiled 1/8" Cadem

30045

103

Emb

1/16" x 1/2" x 9 1/2" Wood 2 Bots Groo
2" x 1/2" Wall

564952

564810 Carb

Ring Bell
Automatic Flareman

551955

GREENHILL

F-134

Slippery FLEIGHT

5' conc walk

564052

E-134

5' carb
5' carb
5' carb



73+56° Street Iron Pipe No Number

73+131° H-134

67724° Mail Curb E-10' L

27681° E. line of Conc Walk

68134° Curb Line

Hope Street

67734° Curb Line

27674° E. line of Conc Walk

67461° Xing Bell - 15' L. ✓

South Pasadena

77+074 Depot

76+913 end Fr + Ho Rd

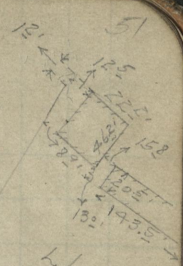
27-75+161 H.B. Lbr Co. Spur

74+982 1/2" 41d 2 32' L

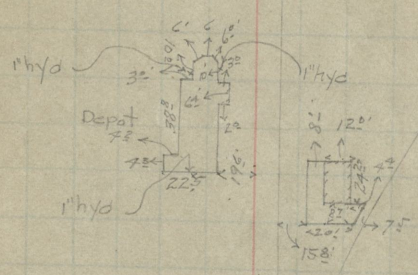
74+806 1/2" 41d 5R 2' 10"

74+263 H.B. Team Track

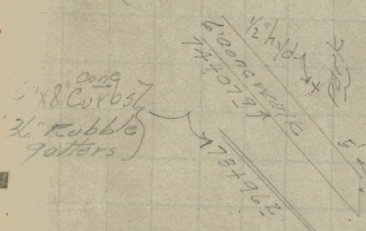
74+178 Flag made Ho 122' R



Lib yard
No grading

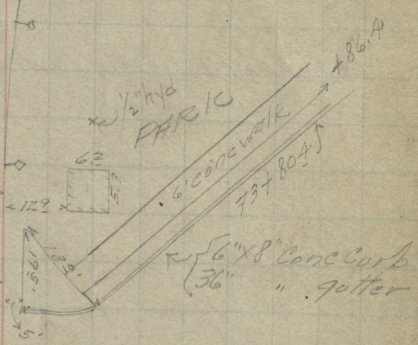


Minidlan



6" x 8" Conc Corb
36" Rubble
Gutter

6" x 8" Conc Corb
36" Rubble
Gutter



6" x 8" Conc Corb
36" Rubble
Gutter

Polled chimney
up to here, m30

135

~~134~~

134

87+25= 18'18" Boat Wall L

7880 to 7 HB. Team Trk

78409.2 Automatic Hammer 12' L

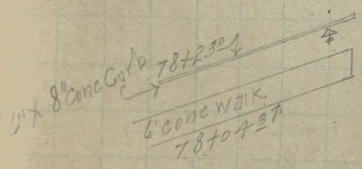
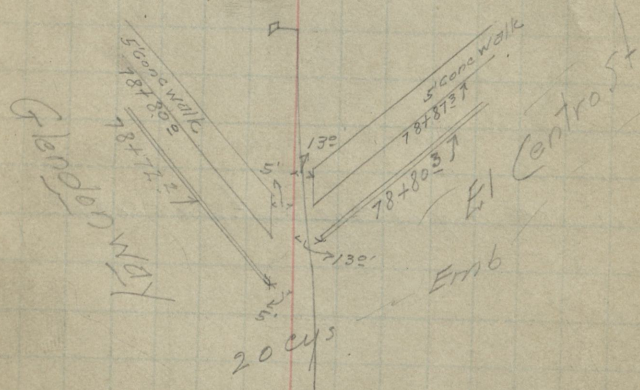
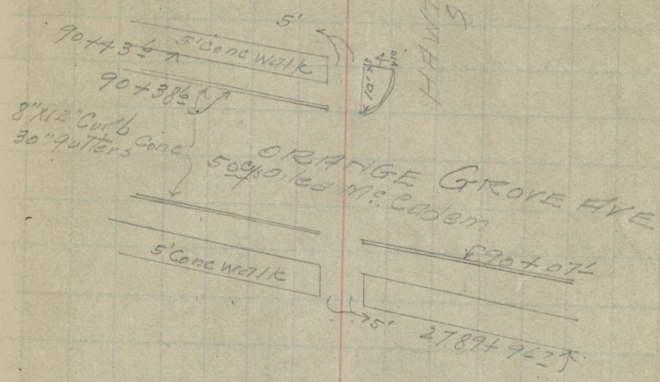
out 8

135



134

HAWTHORNE ST



- O.L.G.H. -

2812+07¹ H.B. Pass Trk

2812+03⁸ O-Rail on Pass Trk

2802+11⁵ Station Sign 162 L

2801+69⁰ $\neq$ Street Xing

2794+06⁴ Beg. of Conc Ret. Wall 162 R

2792+82² H.B. Pass Trk

For Quantities See

17+49° E Road Xing

2817+055 B-135

(Belongs to Lincoln
Park League)
2816+078 E end Stone Passenger Shed

15+622 Semaphore 10' R

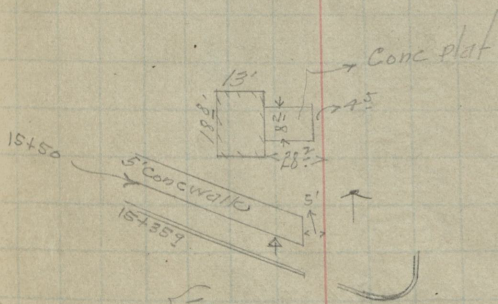
2815+50 Automatic Flagman 12' L ✓

12x → 2217+50

(Loose Rubble Stone
Blanket wall
60 cys per 100 ft)

12x → 2820+00

100 cys emb



6" X 8" { 100 Lin ft. Rail 85 ft
oiled No endem
600 x 16
14+67.2

20' X 12" Wood Box
2" X 12" Mill
14+54.5



(381493.0)

66+22° W. End B

(374482.0)

2859+11° C-136

2849+83° B-136

2845+86° D-136

2837+98° D-135

34+38° 28X+2° Batwell 15' h

34+17° automatic Flagman 12' h ✓

2833+58° C-135

Arroyo Seco

136

116

~~125~~

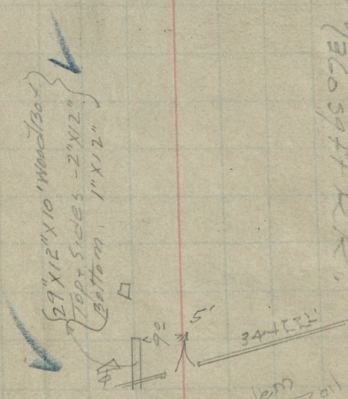
125

125

2843 + 32.92

135

Summary M/C 135
I-Xings 5905 } 2 exs RR
2-X " " } 2 " emb
1-5 ft " " }
1-5 ft Board }
3-Set of 1/2" x 1/2" x 1/2" emb
(360 sq ft RR)



450 yds
Oiled Mc. Cydem
100 Lin ft 85# Rail

6" x 8" curb

33+643

33+642

20" x 12" x 15" Wood Deck
2" x 12" Graco Proc. Matt

(386+32.7)

2870+95.5 $\pm$ King ✓ Salt Lake

2870 + 62.3 Watch Ho

(383+23.7)

67+53.3 Tool Ho

(382+45.4)

2866+75 Bunk Ho 16 $\frac{1}{2}$ L

(391+60.5)

75+904 G-136

(391+11.7)

2875+413 F-136

(89+76.9)

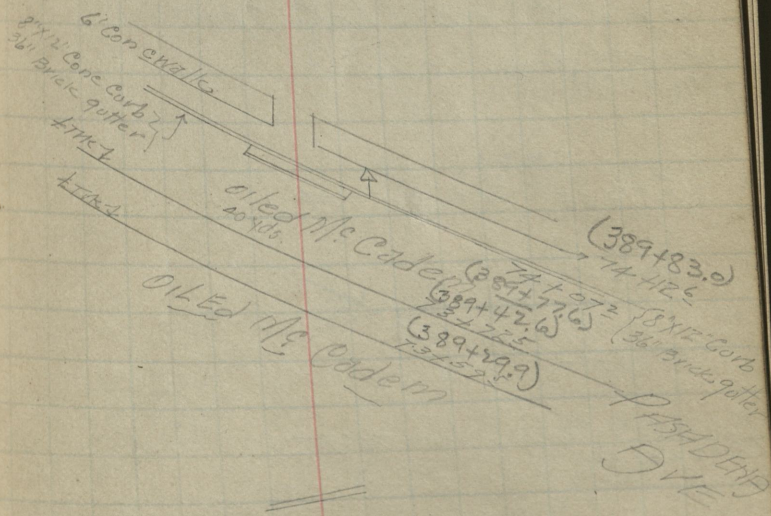
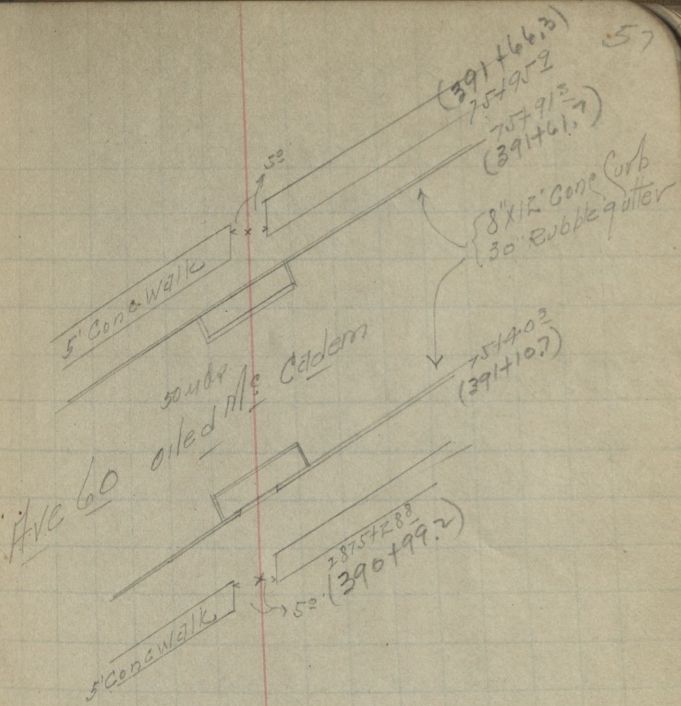
74+065 E-136

74+022 Automatic Flotation - 15'R

(389+726)

(388+62.0)

2872+916 D-136



GARVAND

(409+83.5)
88+49.5 "L" -136

Arc. 58

2888+15.1 - K -136
(409+49.1)

(400+61.7)
2884+19.1 J -136

Arc. 59

2884+51.0 I -136
(400+21.4)

(398+90.9)

83+20.5 H.B. Lbr Co. Spur

83+08.5 Sem. 10'L
(398+78.9)

(297+08.7)

2881+38.3 H.B. P.R. T.K.

(396+66.4)

2880+46.5 Xing Bell - R ✓

80+89.8 H -136

(396+60.2)

2880+30.4 Semaphore 10' R.
(396+01.0)

6'x12'

30' R

C

75 cys oiled dirt + 300
 500 Stone 5. Ent

75 cys oiled dirt + 300
 500 Stone 5. Ent

grading same
 as Mts

Ave 61 oiled Mc Cadem

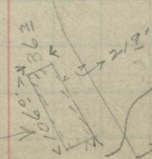
No grading

6' x 12' Conc Corb 1
 30" Ribble
 Corb 2880 + 876
 (396 + 580)

Lbr Shed

from W. corner of
 Conc Wall to
 Street

End TMC



- GARVAN 29 -

(418+44.2)

97+102 Umbrella Shed 75' L

(418+39.0)

2896+195° Semaphore 10' R

(418+12.7)

2896+78° B-137

Are 56

(417+74.5)

96+40° A-137

(417+38.7)

2896+042 H.B. Pass Trk

(415+29.8)

93+95° Drail 00 Pass Trk

93+84° Sem. 9' R

(415+18.2)

(413+45.7)

2892+112

H-136

Are 57

2891+73° A-136

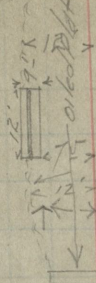
(413+07.1)

(412+03.6)

2890+69° Tel. Booth 242' R

98+130
(419+47.0)

59



137.



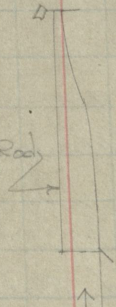
136

40 cys oiled
M/C cadem

$$\frac{(2896 + 12.92)}{(417 + 46.95)}$$

136

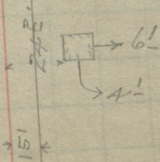
D-Rail Road



Mile 136
Summary
1-W.X. 5197 14 RB
1-510 " 1" end
5-X109 " 8 cys on 6
1-Set of 13 12 403 p. 12 K.

30 cys oiled

Rock and dirt



(436+640)
Arc 52 15+30 (approx $\frac{1}{2}$)

2915+00 E. end Boxes R & L
(436+340)

(432+177)
10+833 H-137

Arc 53
(431+79.5)
2910+453 G-137

10+300 end Rubble wall
(431+64.0)

(429+110)
2907+770 Beg of Rubble wall on L

(429+149.9)
06+152 F-137

Arc 54
2905+770 E-137
(427+116)

(422+81.4)
01+474 D-137

Arc 55
2901+090 G-137
(422+431)

Oct 6

{12"x24"x50' Wall
(loose Rubble Stone)

60
6-1/2"x30" Iron Rods
18"x12"x16' Wood Box
3"x12" Mat
18"x12"x24' Cess Box 2' end
3"x12" Mat

1-1/2"x66" V.I. Pipe

35 cys oiled

dirt + Stone called marsh.

24"x19"x64' Wood Box

Top - 2"x12"x2'-8" Pine
Sides - 2"x14" flat Pine
Bottom 2"x12" / Cress

18"x12"x16' Wood Box
same as opp. side

60 cys oiled 11/6

12"x18' Rubble
Wall - Land in
Cement

14'2"

60 cys oiled stone called
dirt gravel.

40 cys oiled stone and
dirt called marsh.

29 28 + 010 $\frac{1}{2}$ Overhead Foot Br 4' wide
(469 + 35°)

29 41 + 44° Semaphore 10' R.
(462 + 78°)

29 35 + 89° I-137
(457 + 23°)

(446 + 46.3)
29 25 + 42° No Number 18" x 12" x 16' Wood Box

(446 + 45.0)
29 25 + 119 Wood flag Ho 242 R. of Lot

(446 + 38.0)
29 25 + 04° Line of $\checkmark$ Budd Xing gates

24 + 96.8 Line of Conc walk

(446 + 30.8)

Are 56 20 cys oiled dirt +

(445 + 74.4)

404 Line of Conc walk

24 + 38.3 Line of $\checkmark$ Budd Xing gates

(445 + 72.3)

2987+80 $\pm$ Street Xing
(512+258)

87+52° Xing Bell ✓ 11° R
(511+97.8)

2987+80 $\pm$ Sem. 10' L
(511+65.8)

(503400.8)
+55° $\pm$ Street Xing 60 cys exo oiled x
20 " emb

2978+430 east end Boxes R+L
(502+88.8)

78+31 Xing Bell - 10' R
(502+76.8)

(489+42.2)
2968+08° C-138

(486+19.0)
DRE 45 64+85° approx $\pm$
2964+63° B-138
(485+97.9)

53+65° D-138
(474+99.0)

2953+22.5 $\pm$ 4 over head foot 135
(474+56.5)

Summer 188

1 4 in. 5400 } 20 x 12

1 4 in. 1 } 1" end

1 1/2 in. 13000

2 500 + 28 } 20 x 12

1370 5944 1412

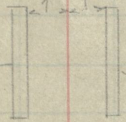
1 1/2 in. 13000

1 1/2 in. 13000

1 1/2 in. 13000

1 1/2 in. 13000

↑

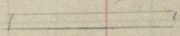


1 1/2 in. 13000

20 x 12 x 12 wood box 24 in. top - 3" x 12" 1 piece 1/2" 5 sides 3" x 12" bottom 5" x 12"

250 x 3 oiled emb x

40 c/y3 oiled emb +



2948 + 92.92

470 + 26.95

137

3010+347 W. end Br
(534+80.5)

3007+79° A-139
(532+24.8)

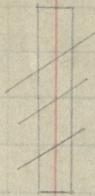
3003+072 18"X18" Box 12'R
(527+52.0)

3000+68° FRENCH DVC
(525+13.8)

2995+210 ± H-Arc 37
(519+66.8)

2992+87° ± Xing Arroyo Soco. Ar.
517+32.8

89+70 18"X18" Box Well - 10' W
(514+15.8)



139

M.P. ~~4~~

138

$$\begin{array}{r} 3001 + 7148 \\ 526 + 87.5 \\ \hline 526 + 18.75 \end{array}$$

50 c/s oiled dirt *

25 c/s oiled emb *

30 c/s 5 emb *
oiled *

3030470.2 H.B. Talver & Whitmore Shale Co.
✓ (553718.4)

✓ (552799.1)
28750.7 Bldg

3026477.1 H.B. F.L. Moore Motor Truck Factory
✓ (550775.3)

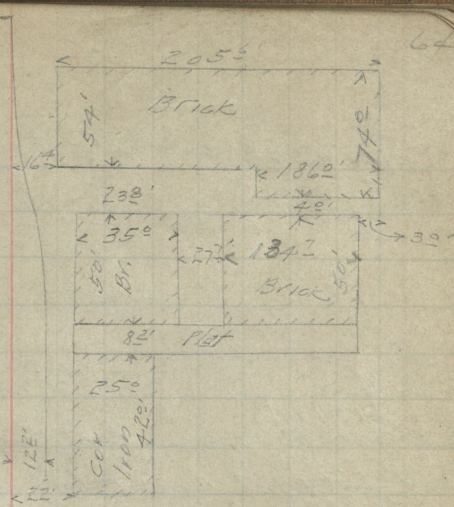
✓ 3023731.9 Bldg F.L. Moore Co.
(547767.7)

✓ (548731.5)
19785.1 E Ave 33

3019440.8 Xlog Salt Lake ✓
✓ (542781.36)
From Cor. C.E.V.

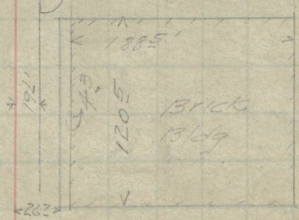
C₀

64

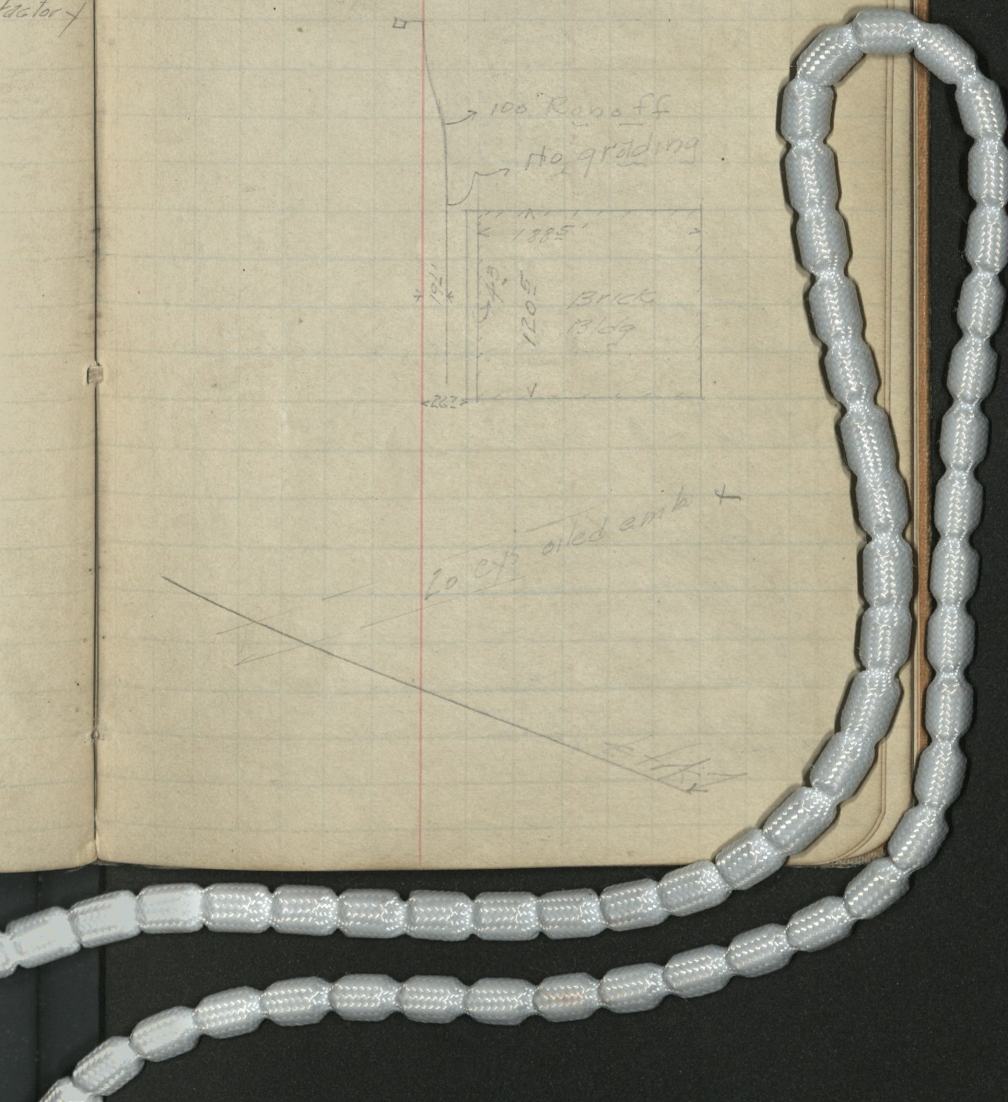


Factory

100' R_{off}
No grading



20 c_h oiled emb +



3040 + 34⁶ H.B. Trk #4
✓ (564 + 32.8)

✓ (561 + 73.1) The Calkins Co. Bldg
3037 + 44³ H.B. D.C.R. Co.

✓ 36 + 95⁴ Cor Bldg at Ref. L₂
(561 + 43.6)

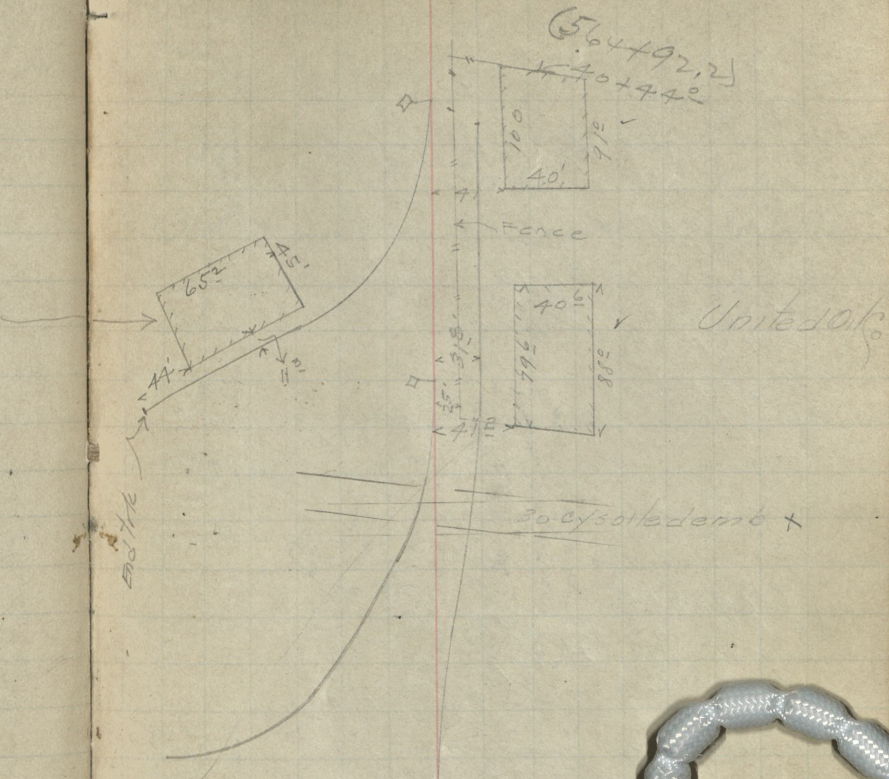
36 + 77 King
(561 + 25.7)

✓ (558 + 68.0)
3034 + 19.8 H.B. United oil Ref. Spur

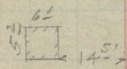
✓ (557 + 82.0)
3033 + 33.8 Flag Ho 19.5 L

(557 + 66.9)
33 + 18² Edge Conc walks
33 + 14⁶ Curb Line
(557 + 62.8)

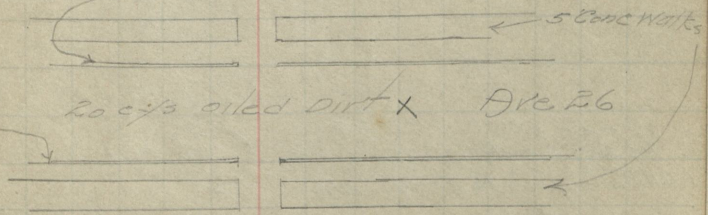
(557 + 22.7)
3032 + 74⁵ Curb Line
3032 + 65⁶ Edge Conc walks
(557 + 13.8)



30 cys oiled dirt x



8" x 12" Conc curbs



Dr. 26

(572+99.2)

19+51° Line of Budd Xing Gates

(572+64.5)

572+51.7 79+16.2 $\frac{1}{2}$ Trk 51' RY Xing

3049+08.5 $\frac{1}{2}$ Trk - 51' RY Xing

572+30.4 48+74° Line of Budd Xing Gates

(572+09.3) 48+61° H.B. O.B. Carter Spur

148+44° Flagmans Ho

(572+92.8)

(572+58.2)

3048+10° 20' R - Privy

(569+47.1)

3044+98.3 - curb Line

44+98° E-139

(569+46.2)

(569+05.8)

44+57° D-139

3044+56.8 Curb Line

(569+05.0)

3041+54.6 H.B.

(565+72.8)

(565+43.6)

3040+95.4 Curb Line

3040+94.6 C-139

(565+42.8)

(56.5+03.2)

3040+55.2 B-139

3040+54.2 Curb Line (565+02.4)

(564+42.3) 49° Xing Bell 18' R

40+40° Sem. 10' R

(564+88.6)

Dre 20

112'

oiled dirt
Xing 10y.

152' 50'

20' 5' 4'

125'

Dre 21

60 cys oiled emb +

6" x 14" Corb
conc

150 cys oiled dirt +

Dre 22

6" x 12" Conc
Corbs

WATER ST

(584413.6)

58+358 H.B. Q.G. Spur

(3057+596 H.B. Bakery Spur
(583+37.0)

(579497.8)

54+2.0 K Road Xing

(579437.1)

53+59.3 Xing Ball 25' R ✓

3053+435 H.B. L.D. Cannery Co.,
577+91.7

Collected Los Angeles yards.

140



139

✓ (584+128)

→ 58+35 - Sem 10' R

3054451.48
580+30.8

139

Rocky soil emb +

212.2
34.5
72.3
9.3

Brndford
Bak. Bldg

Could not get into yard
to get back of Bldg

34.2 22.5
42.8
(573+42.7)
49+42.5
To Elec R/HW

WATER ST

(586+72.8)
3052+400 D - 140

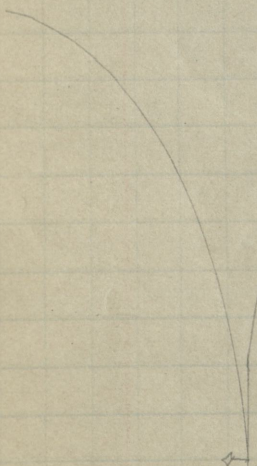
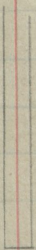
1 (586+411)
60+333 H.B. Pass Trk
3059+785 St/Sig/D
(586+56.4)

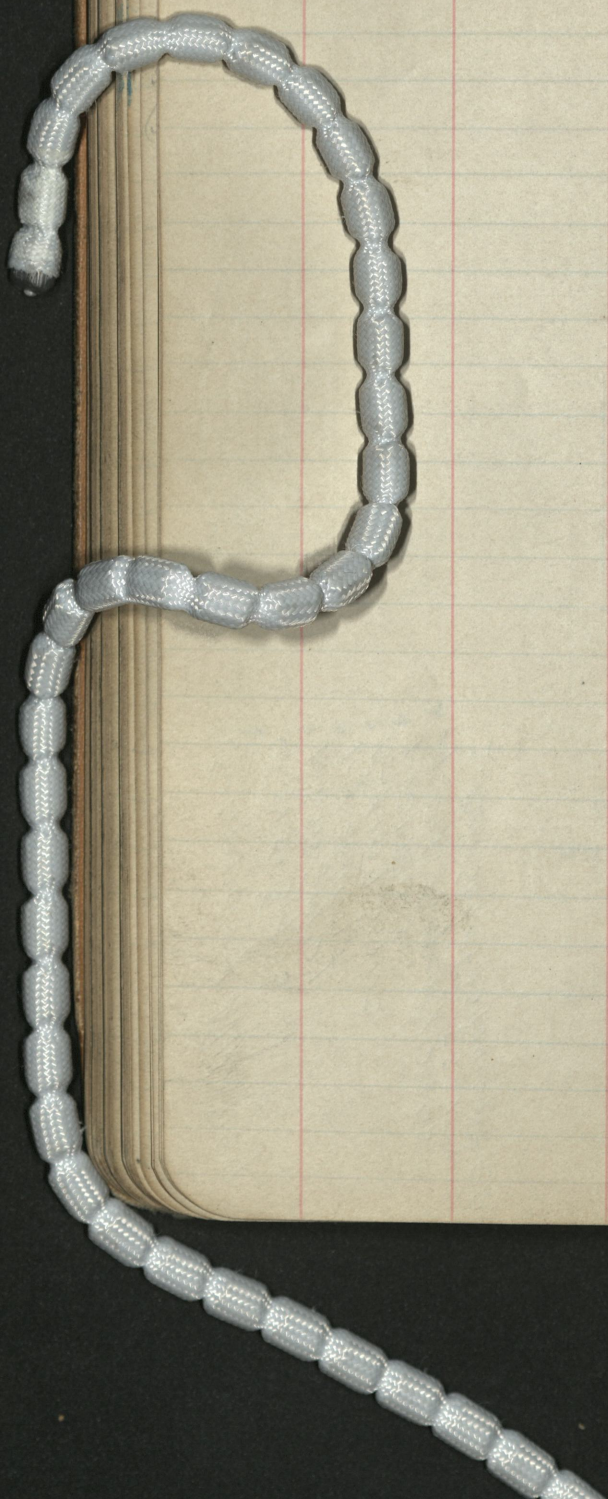
(584+728)
58+705 12"x12" Buttwell - 10'R

3052+610 H.B. Salt Lake Transfer
(584+388)

Summary Mile 139

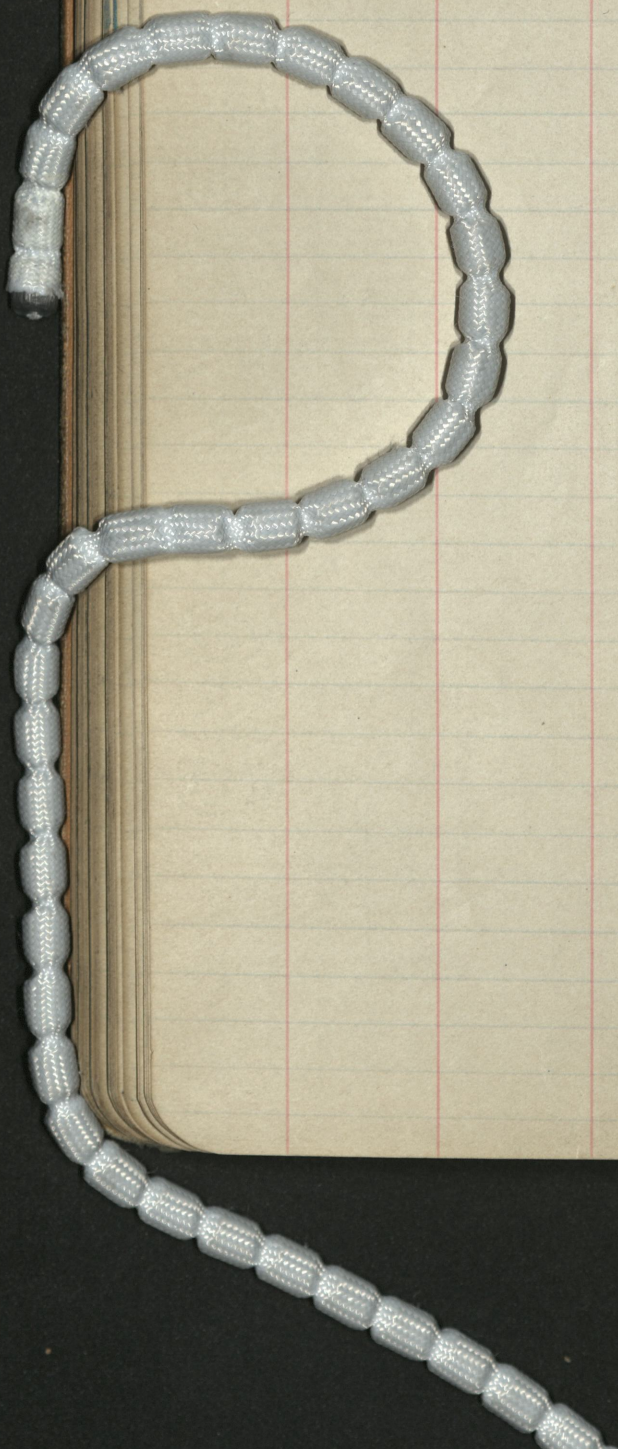
- 5 W.X. Signs
- 1-5th Sign
- 1-Yd limit
- 5-X100 Signs
- 1-R1 Road
- 4-Mai. Property Signs
- 1-car set of 13 1240374 RR.





69

Telegraph & Telephone



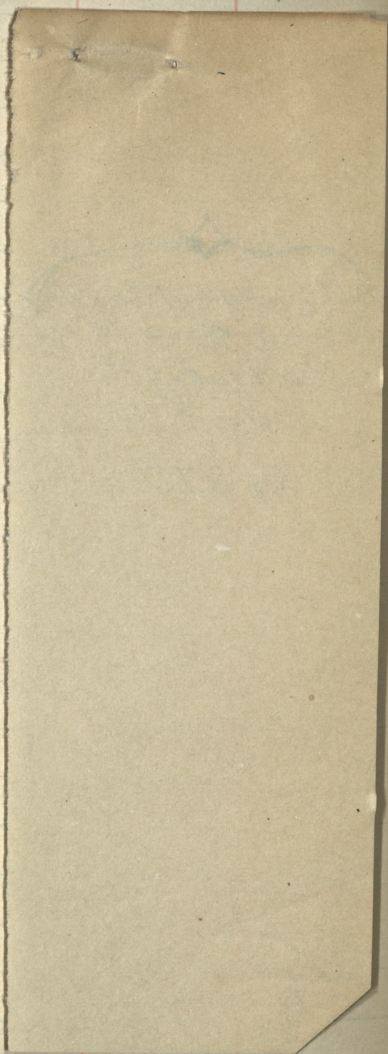
bone

70

Charge Rippap
and Wood Box,
Sta. 2105-98⁵
to Dec. 6

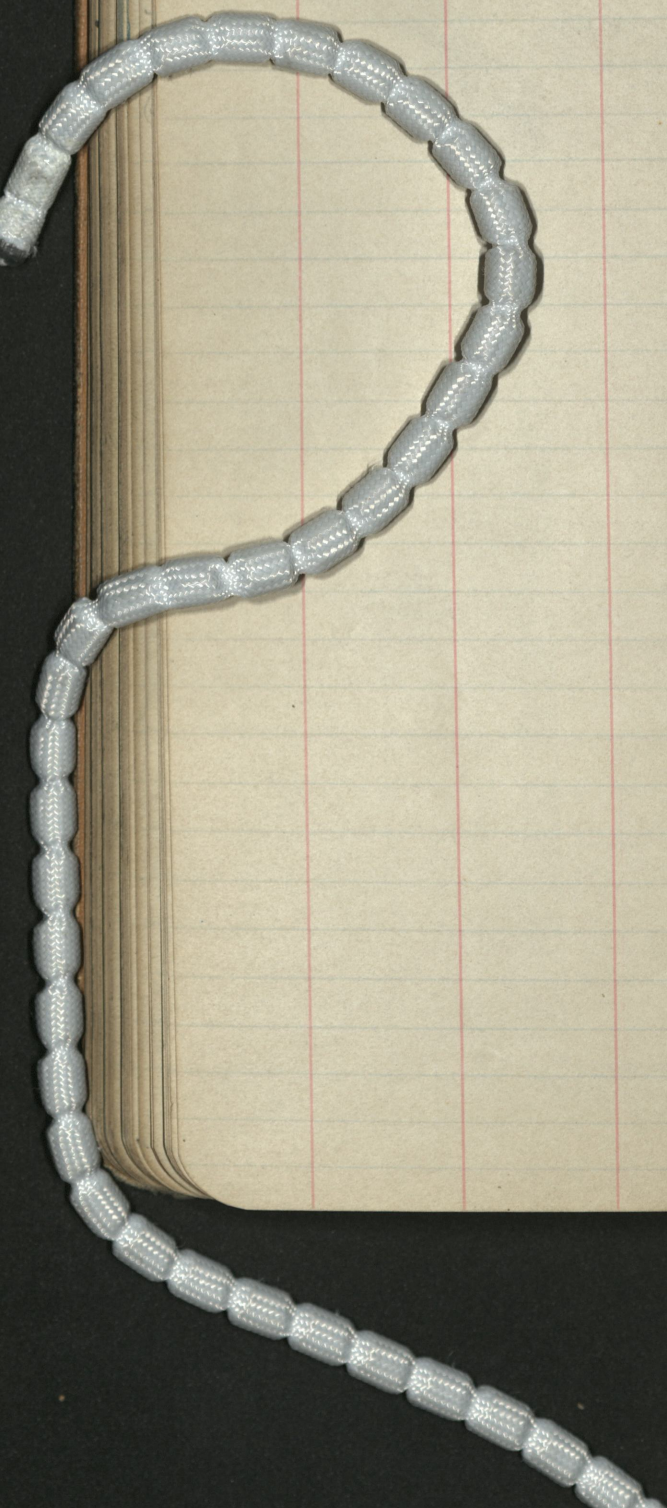
WST

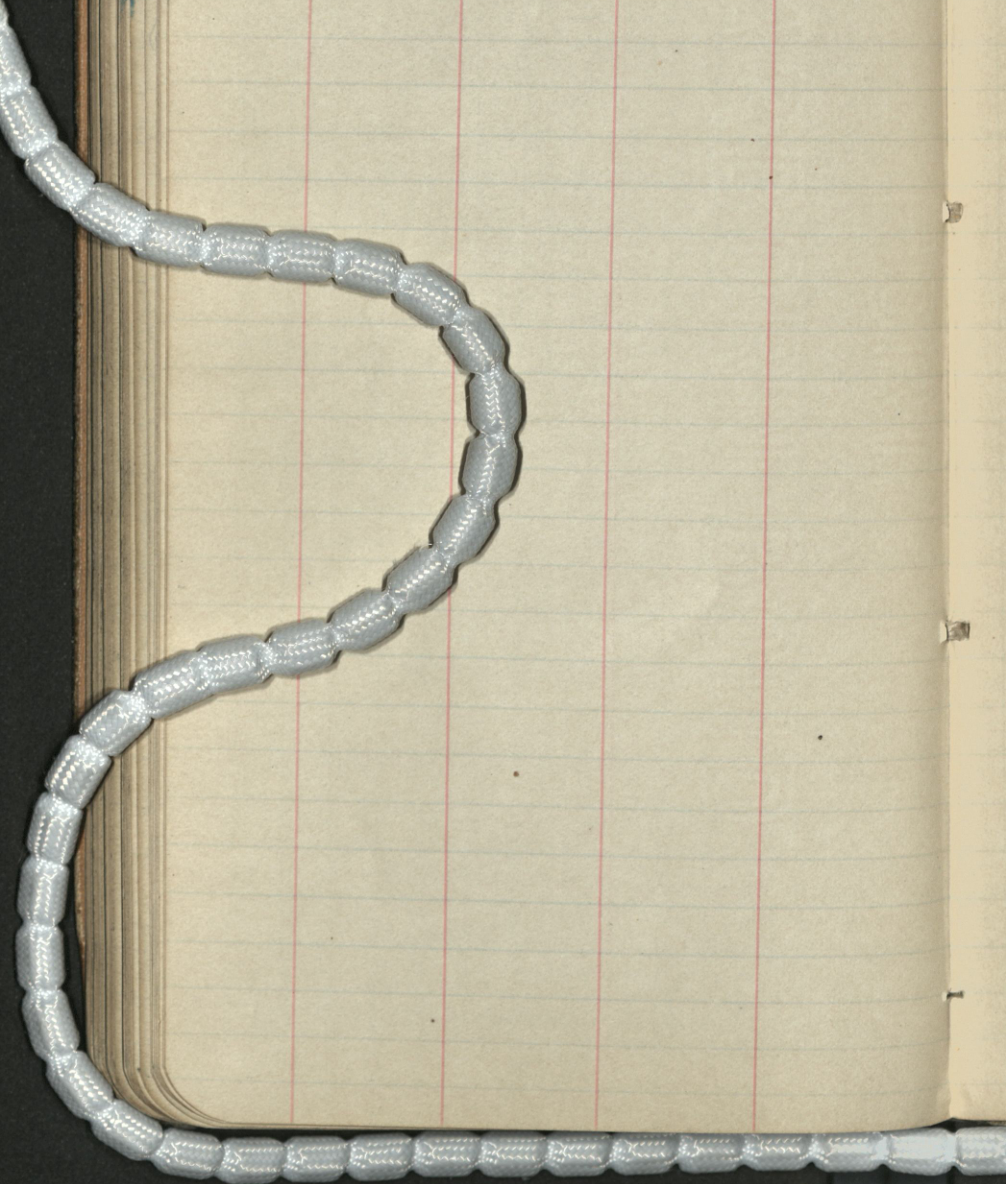
Telegraph & Telephone

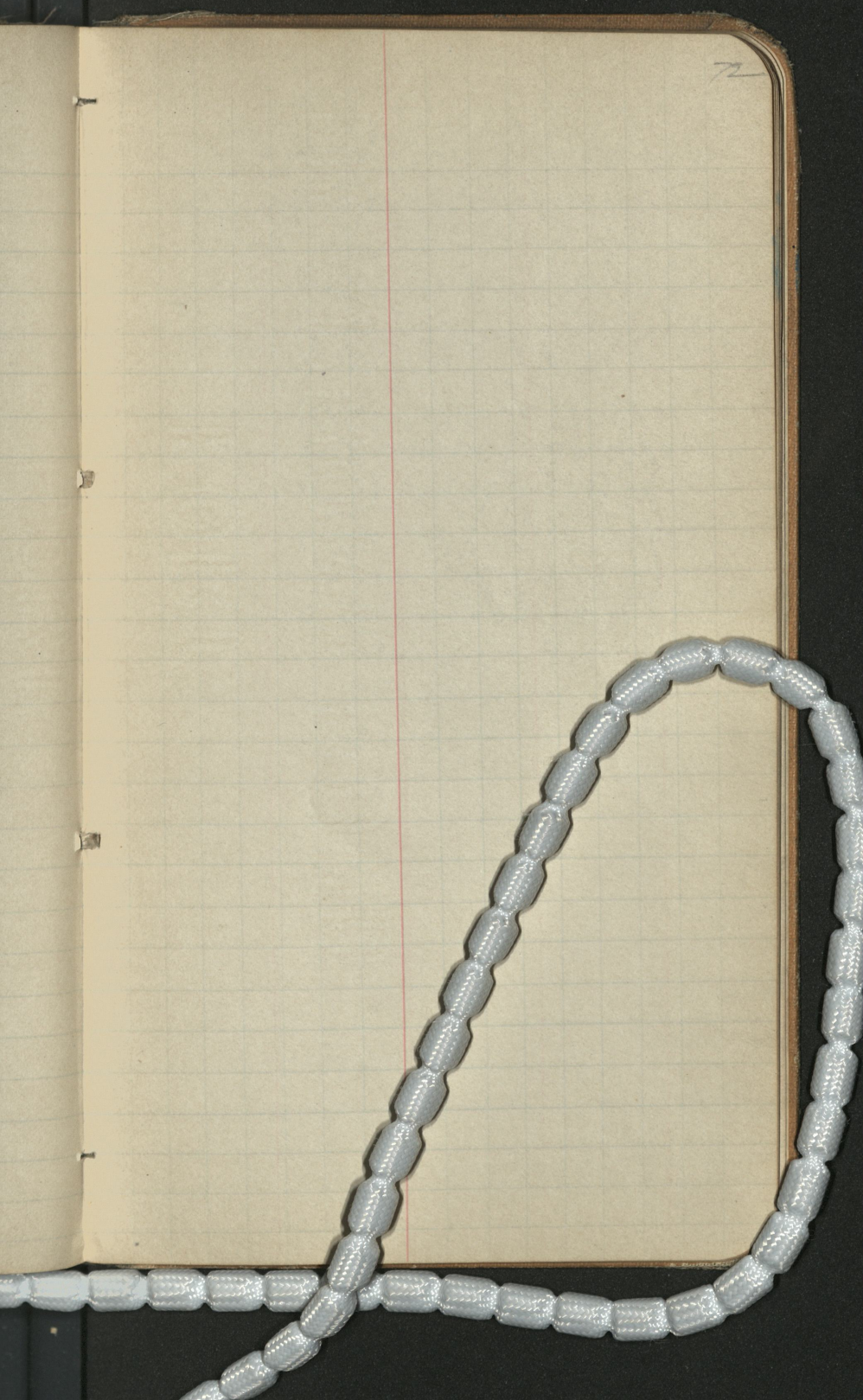


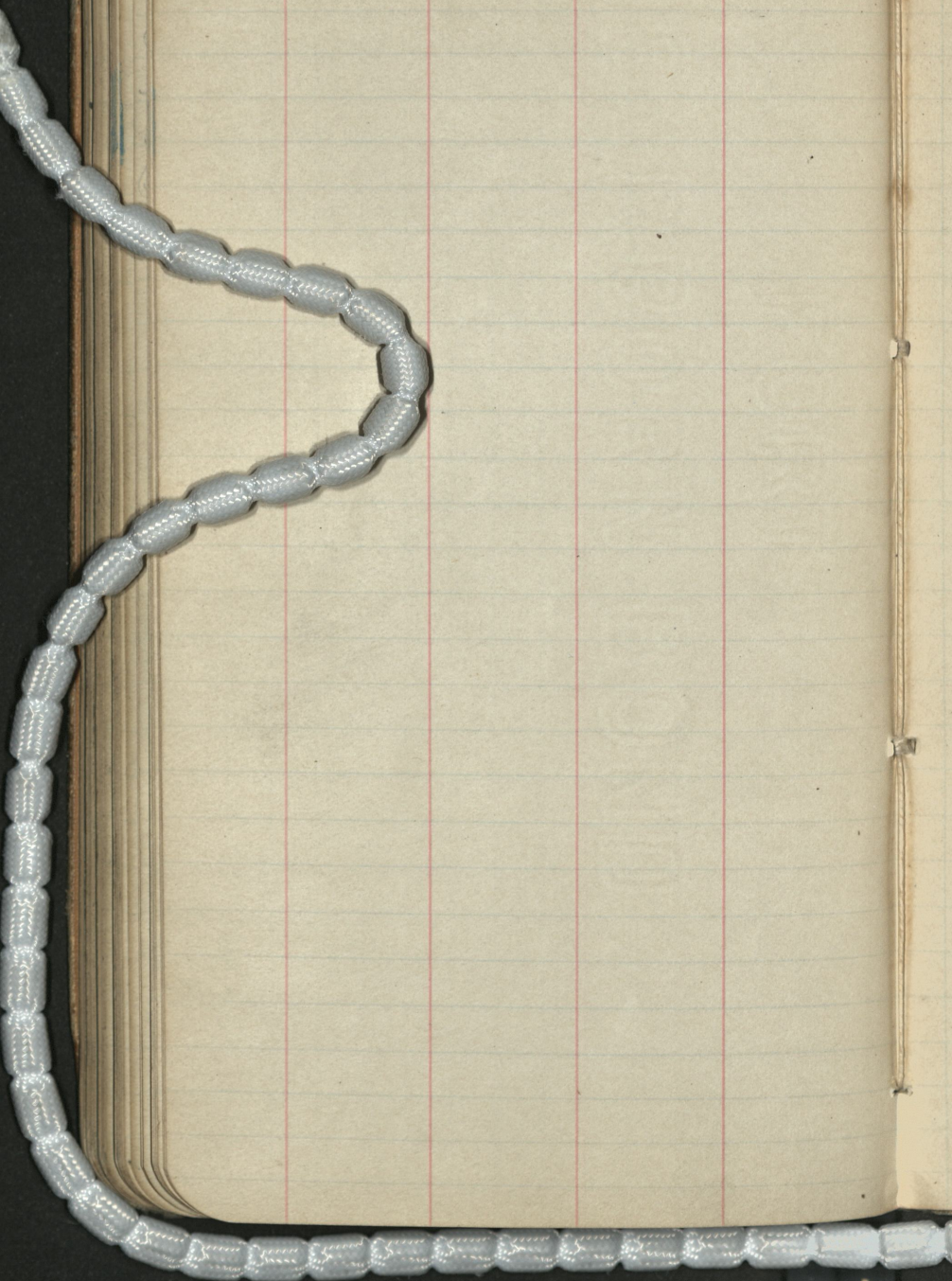
bone

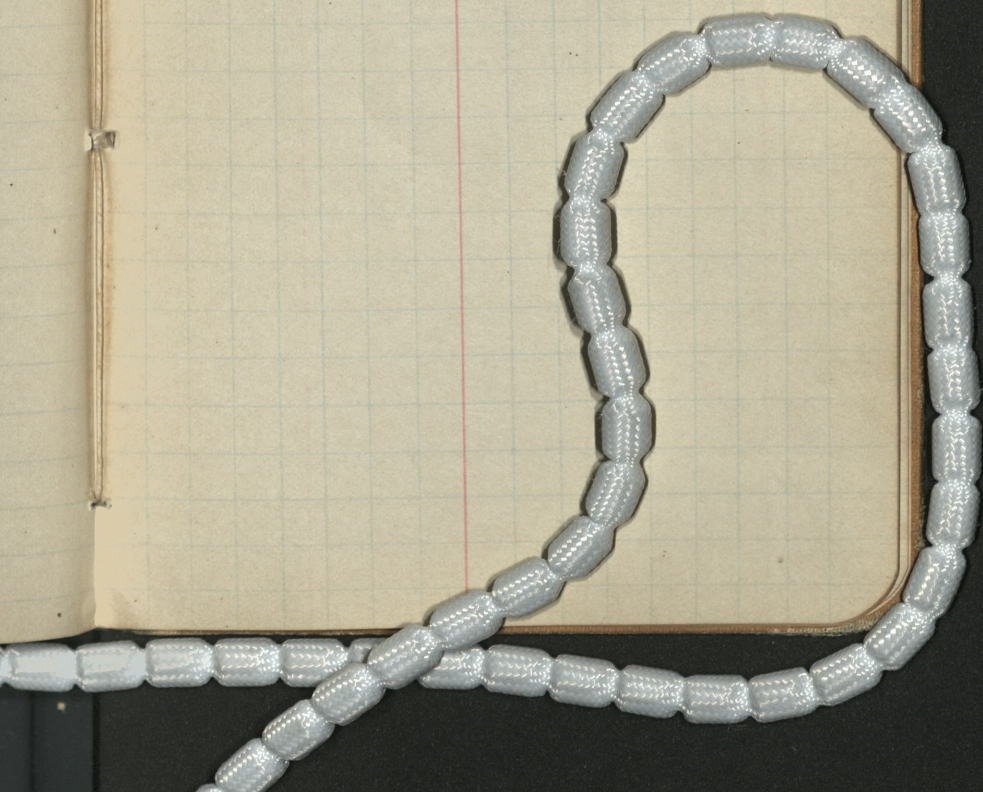
70

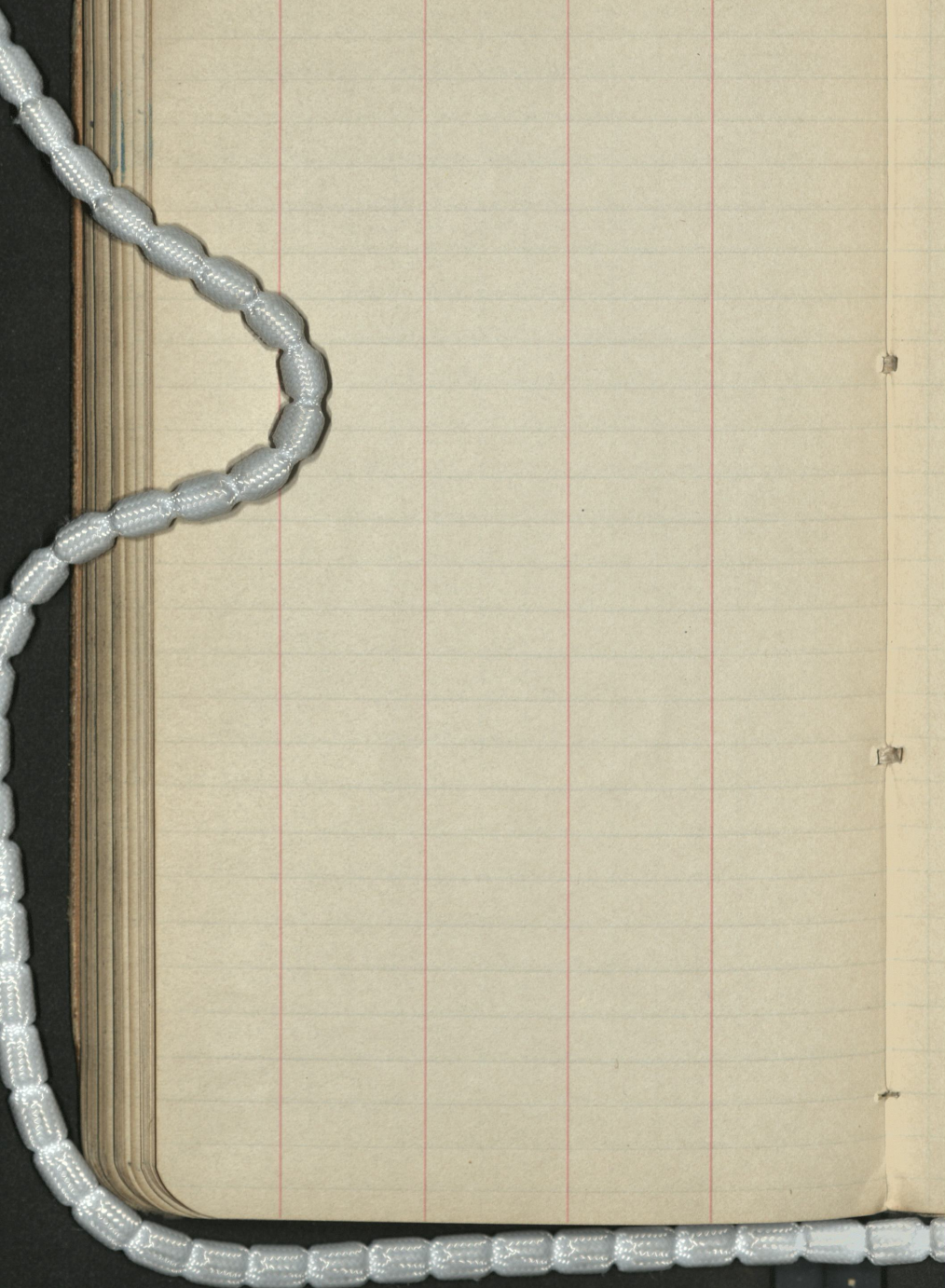


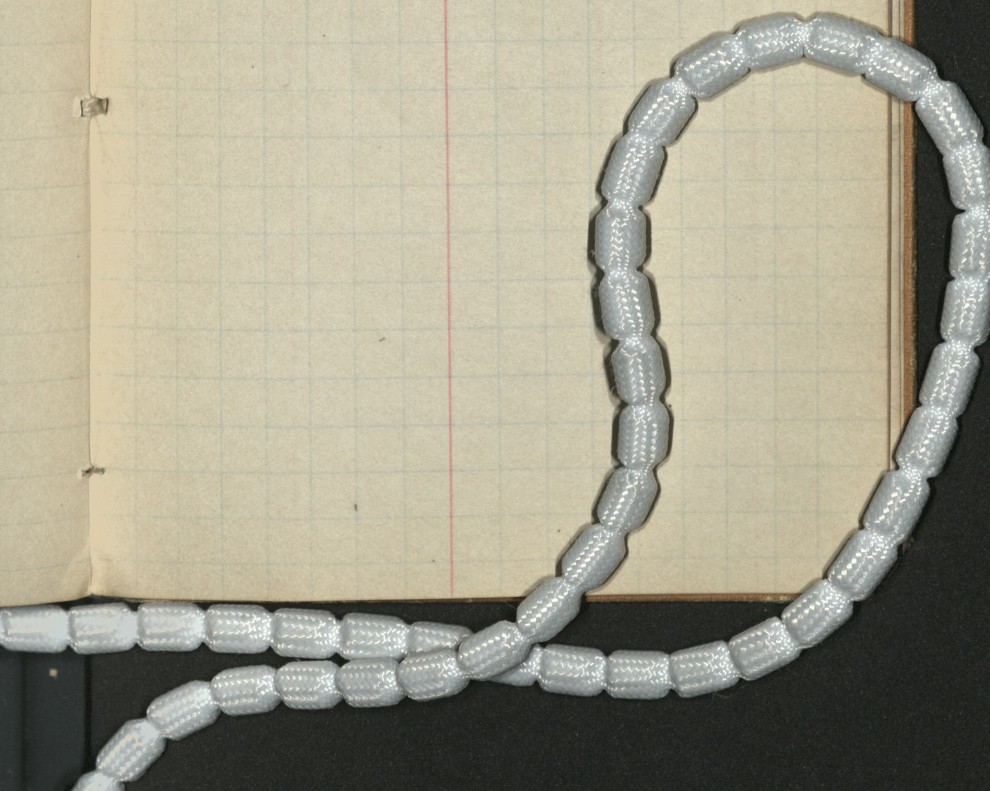


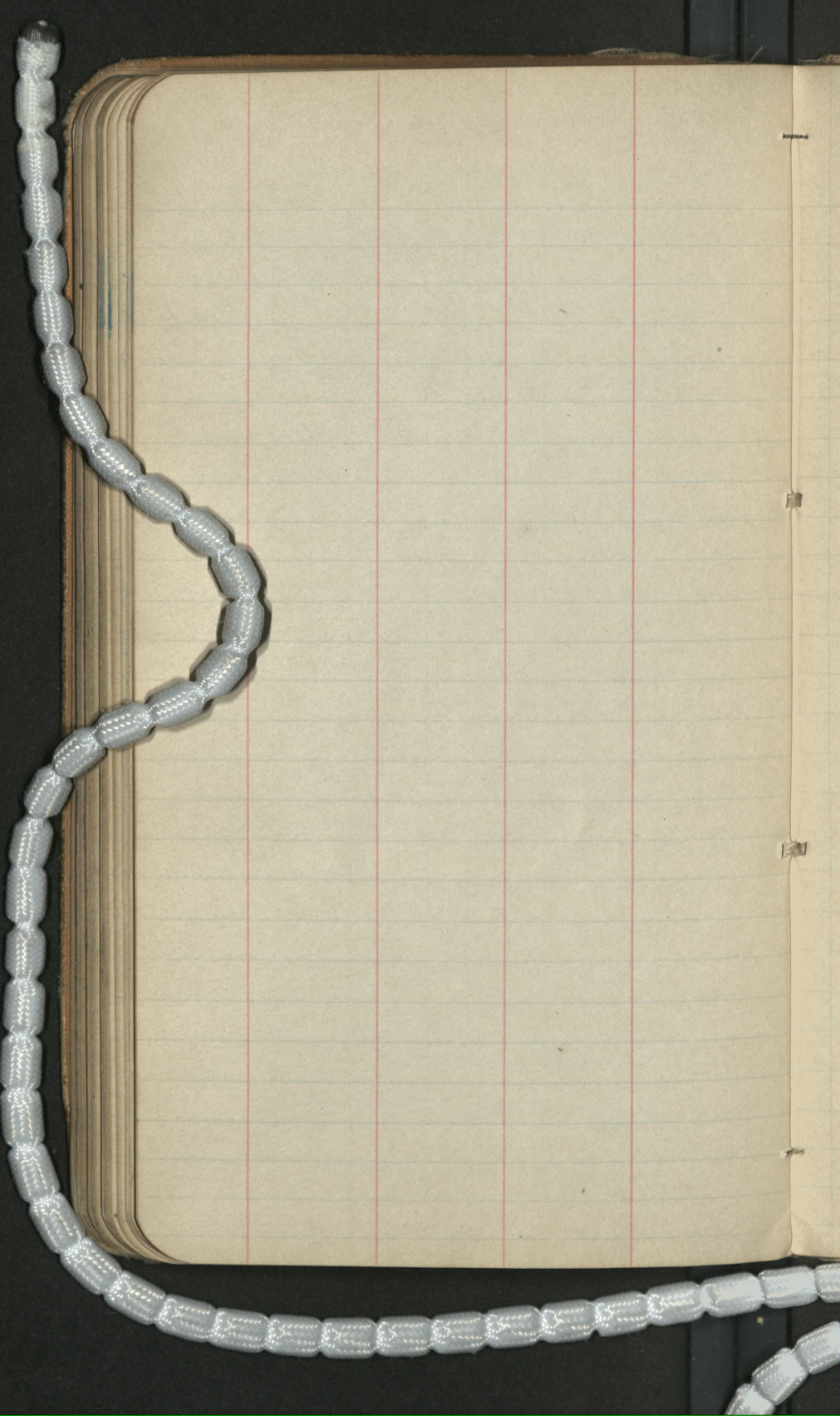


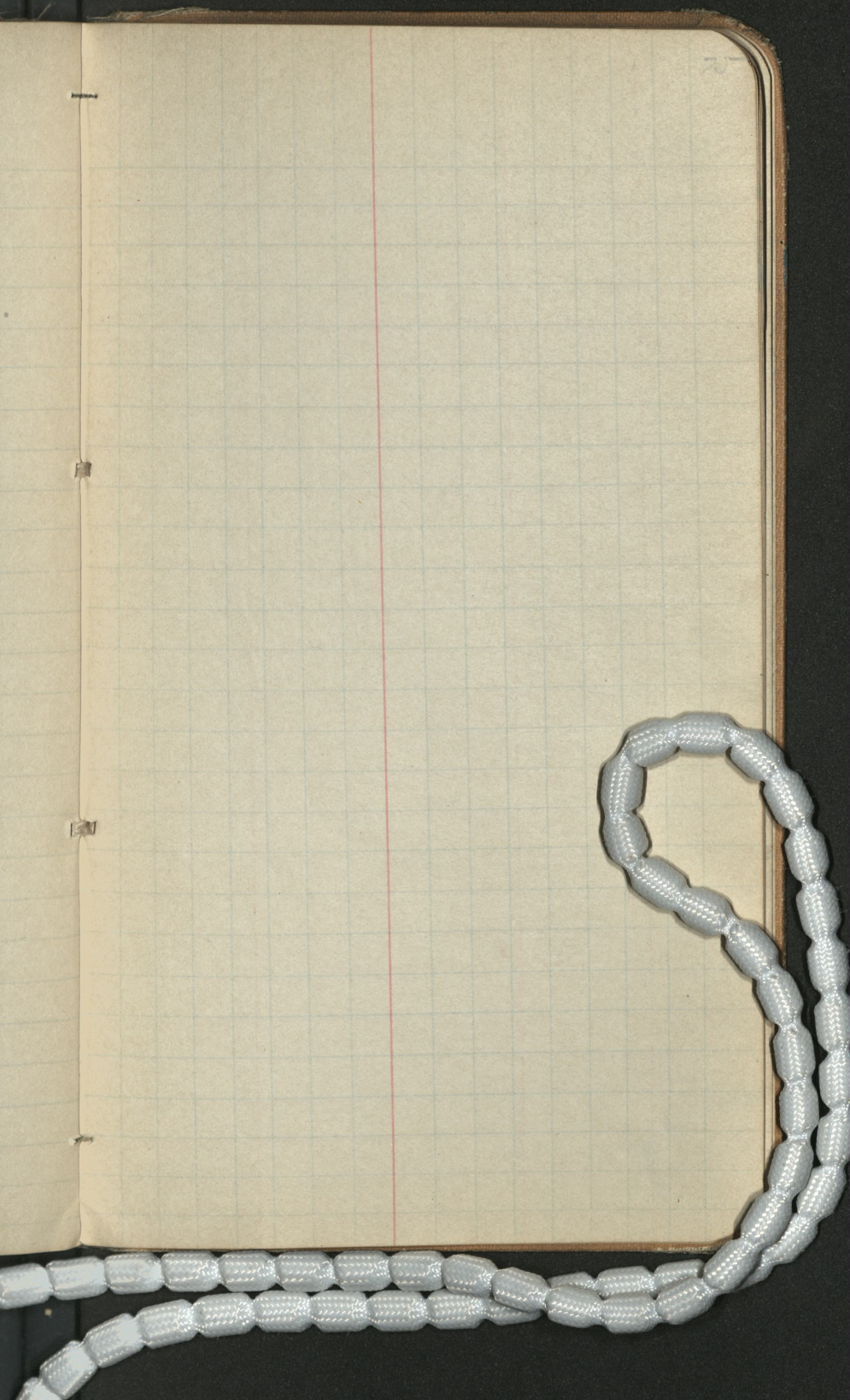


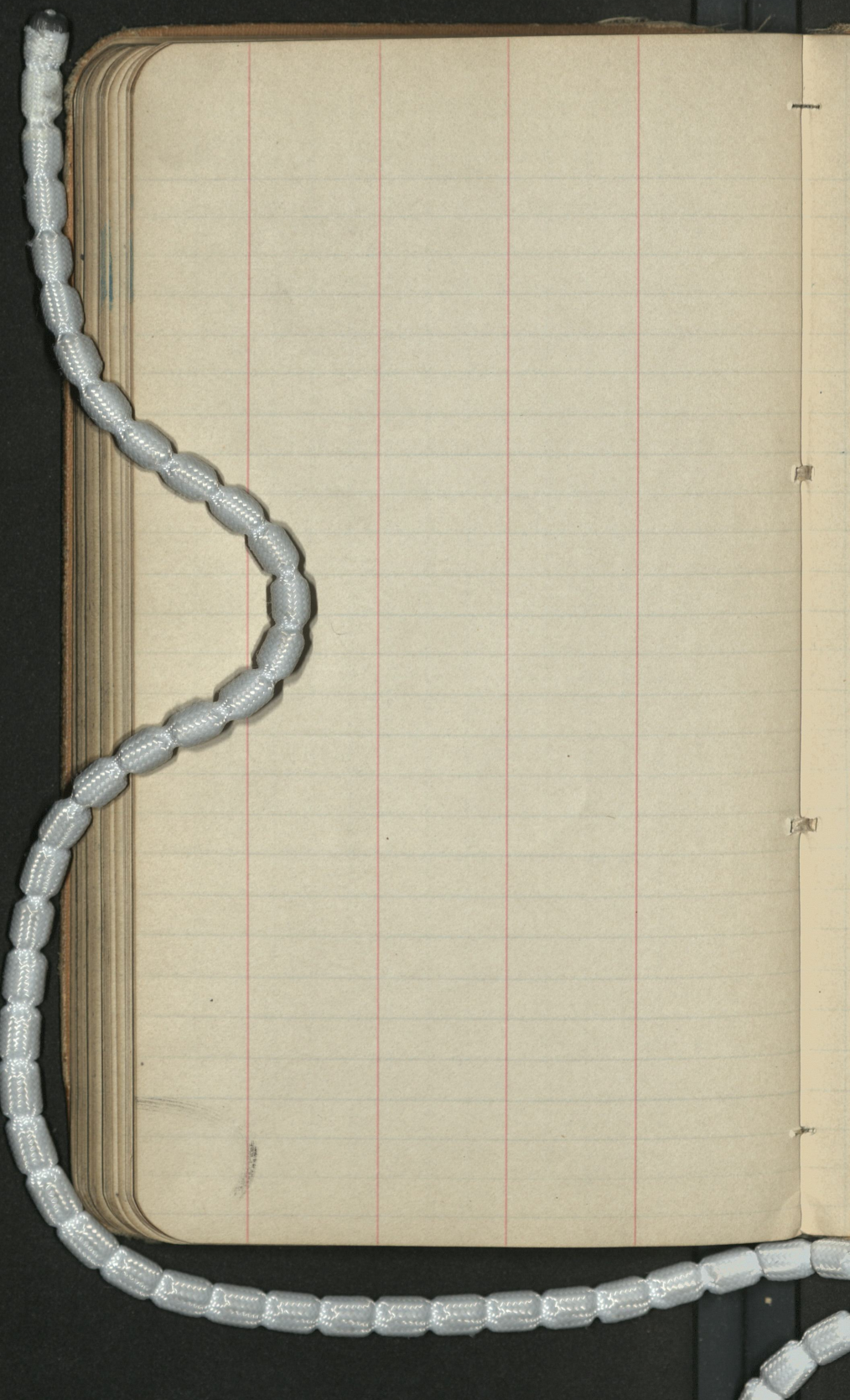


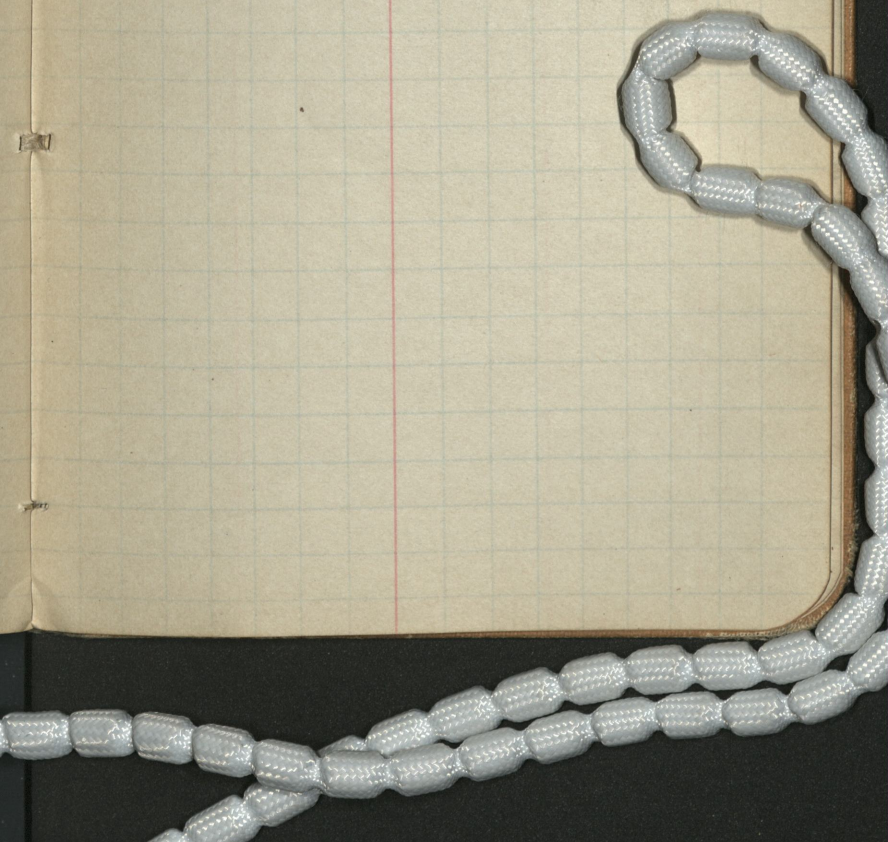


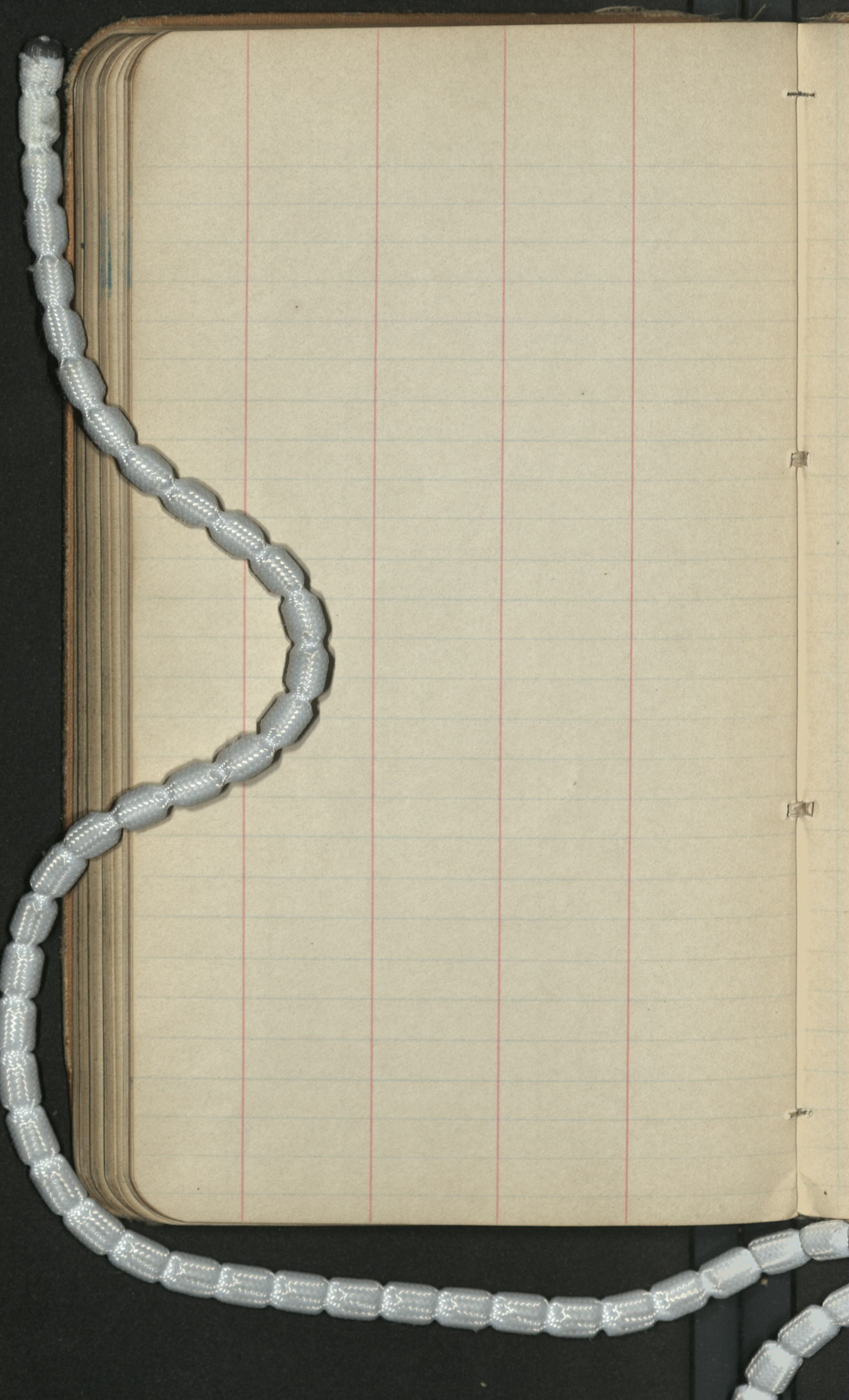


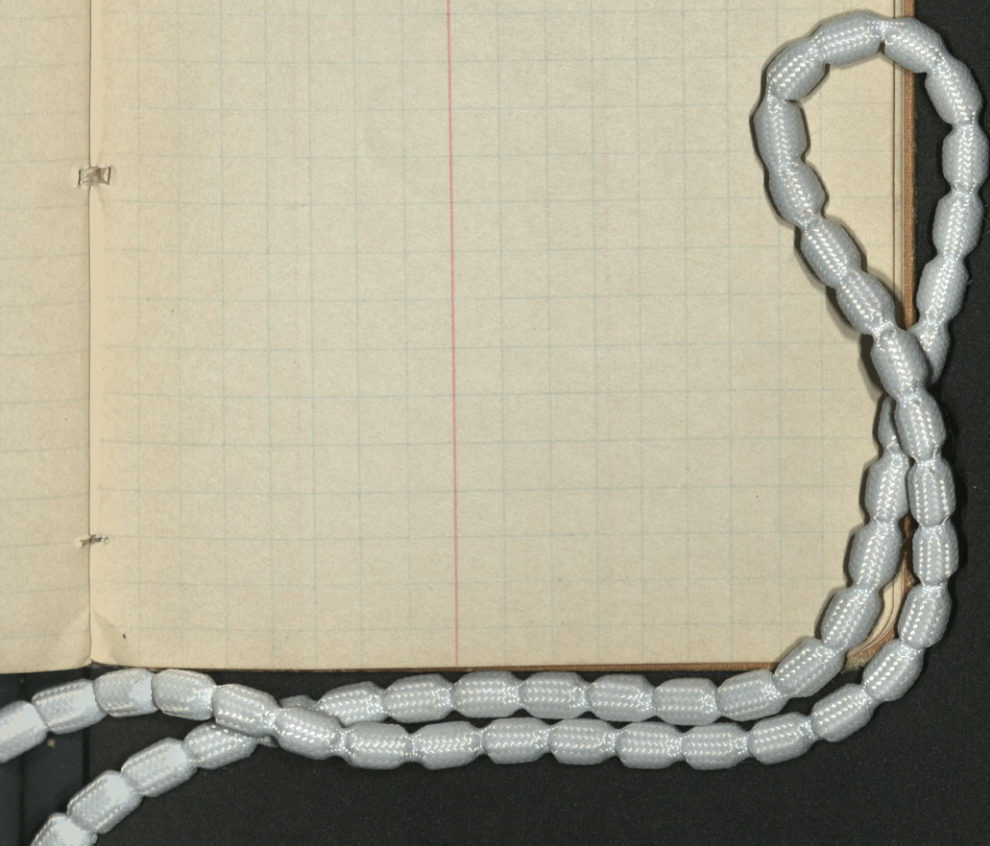


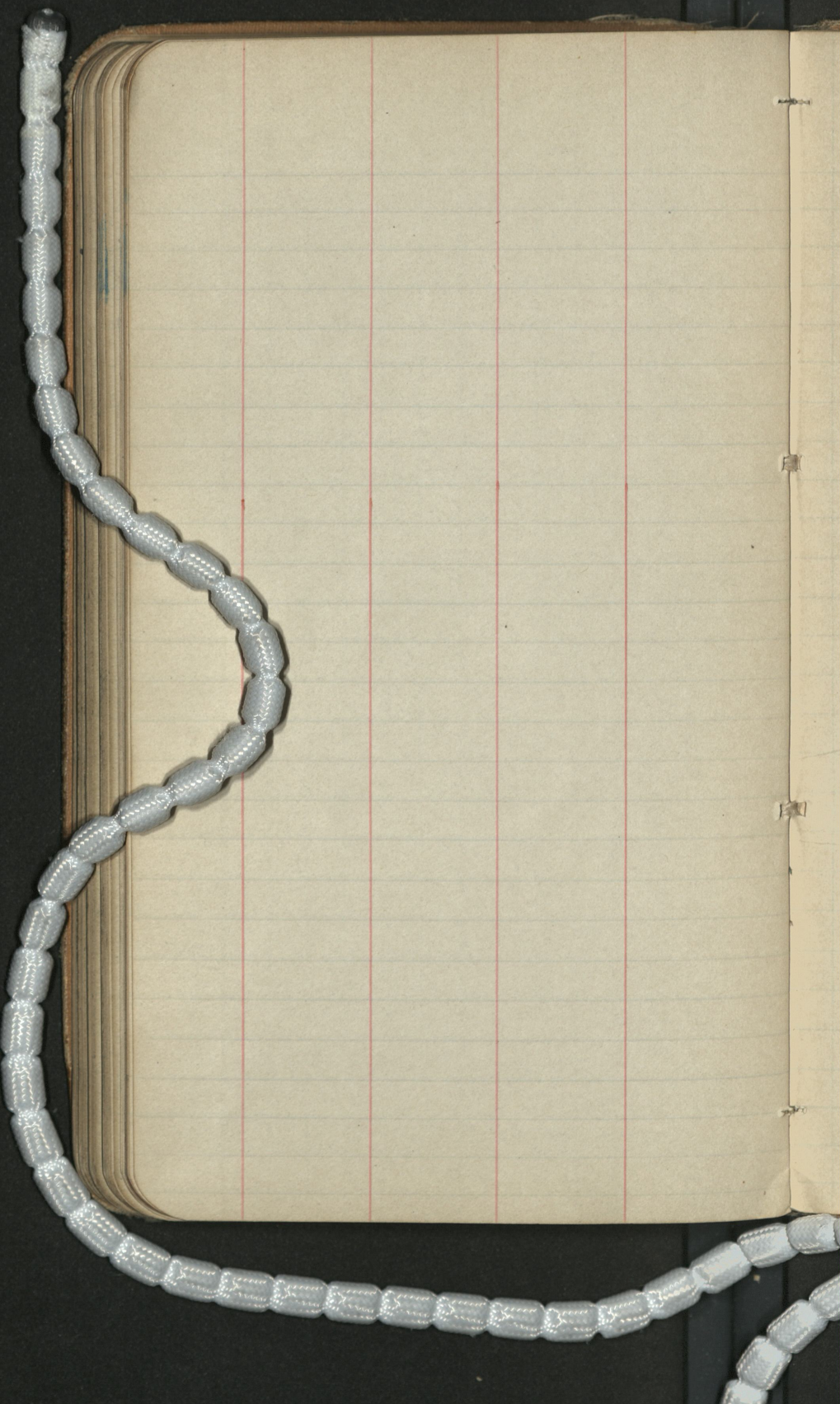


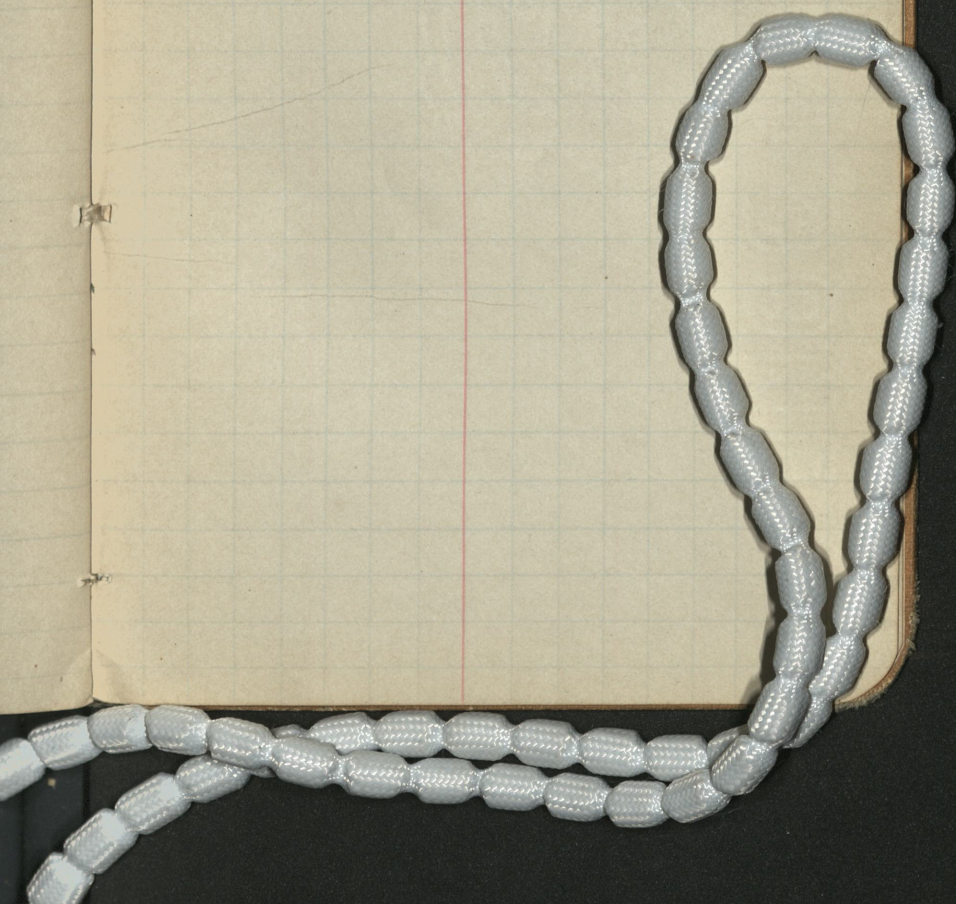


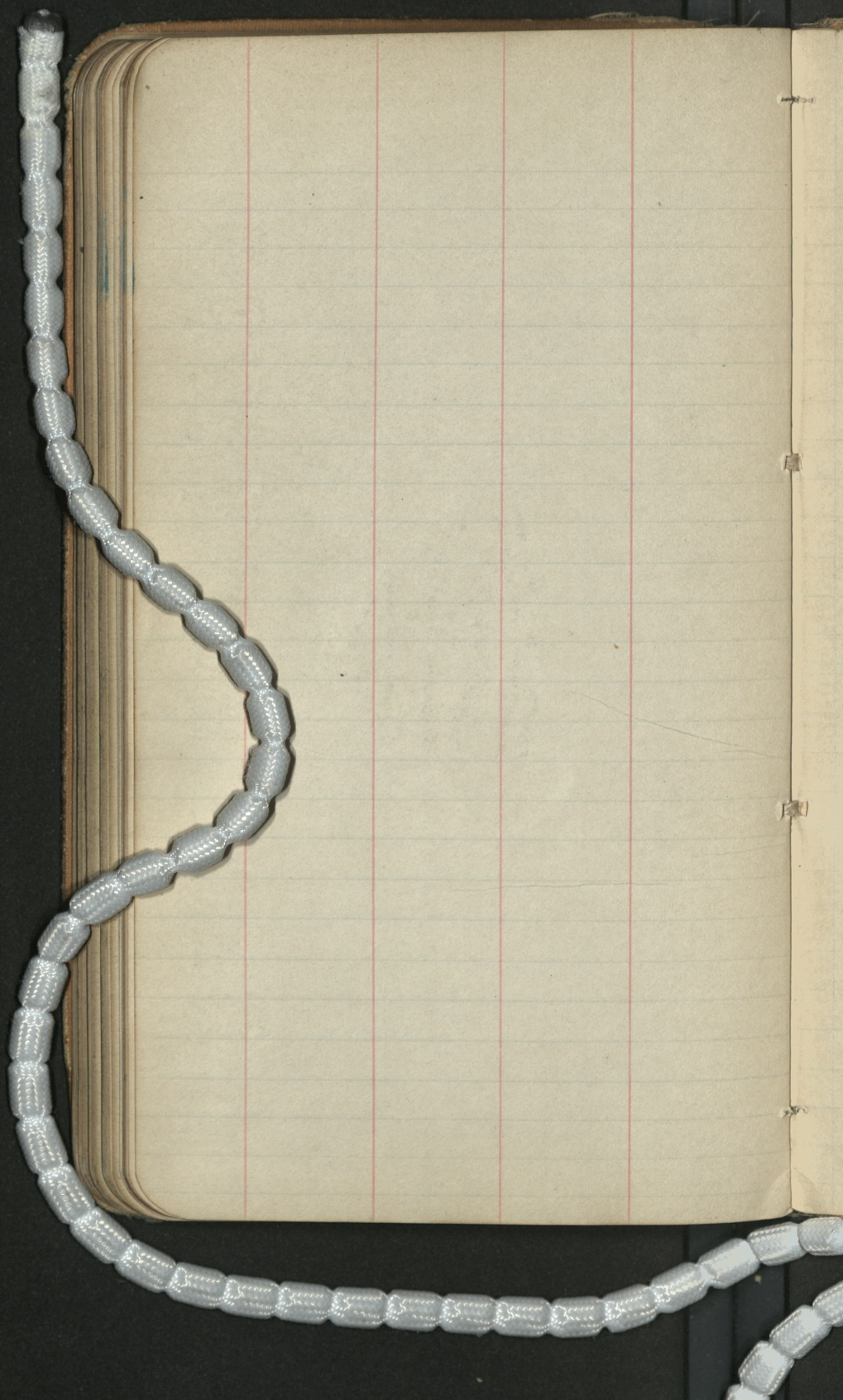


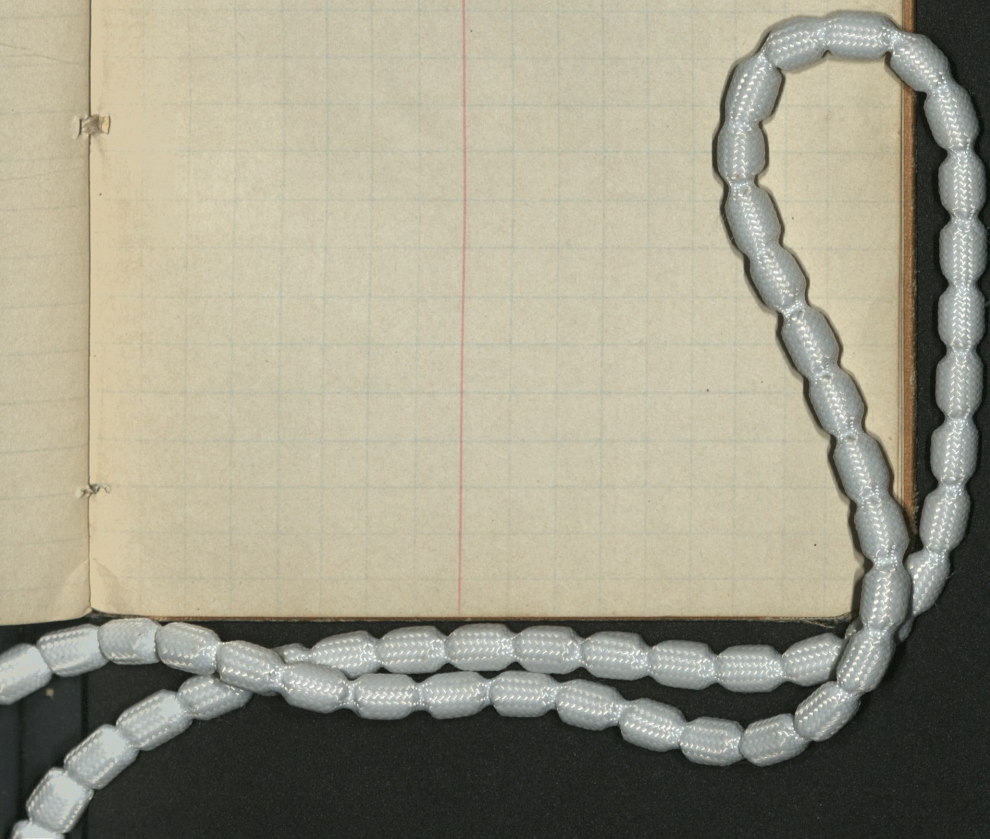


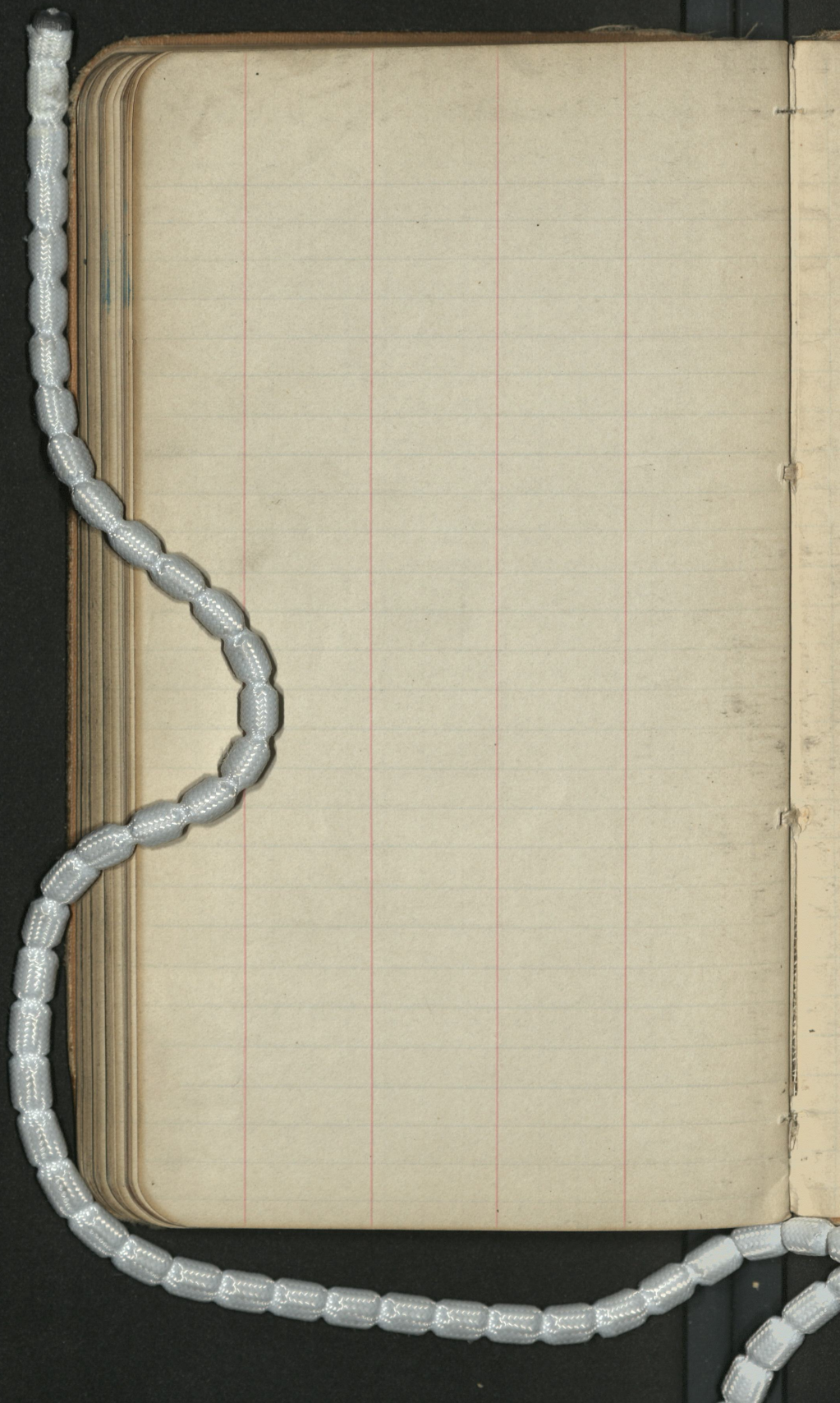






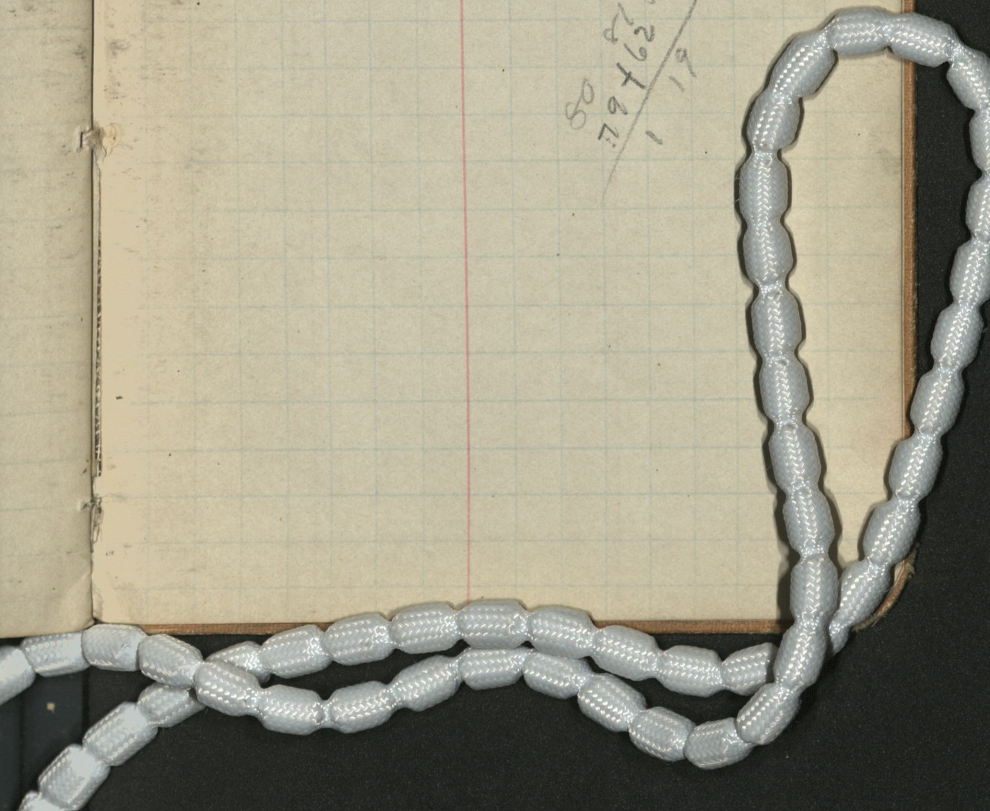


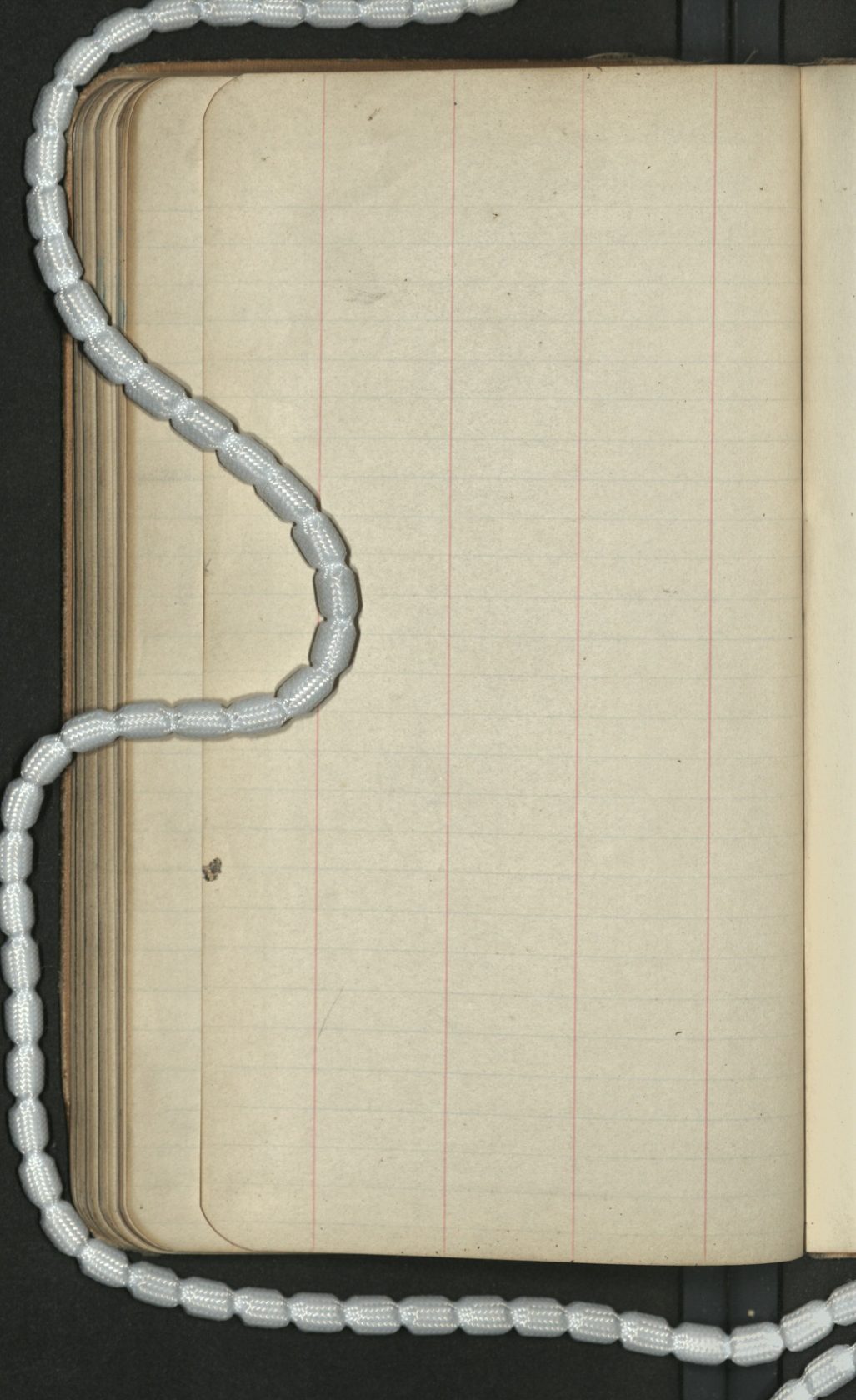




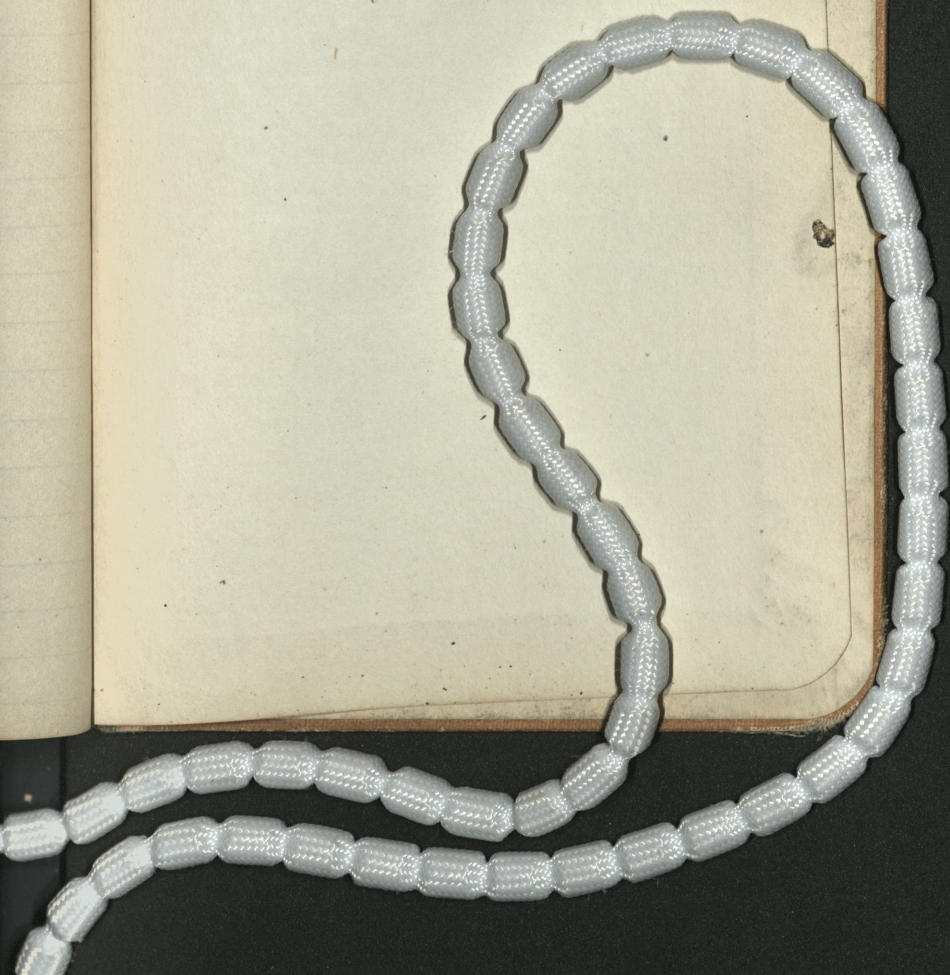
80

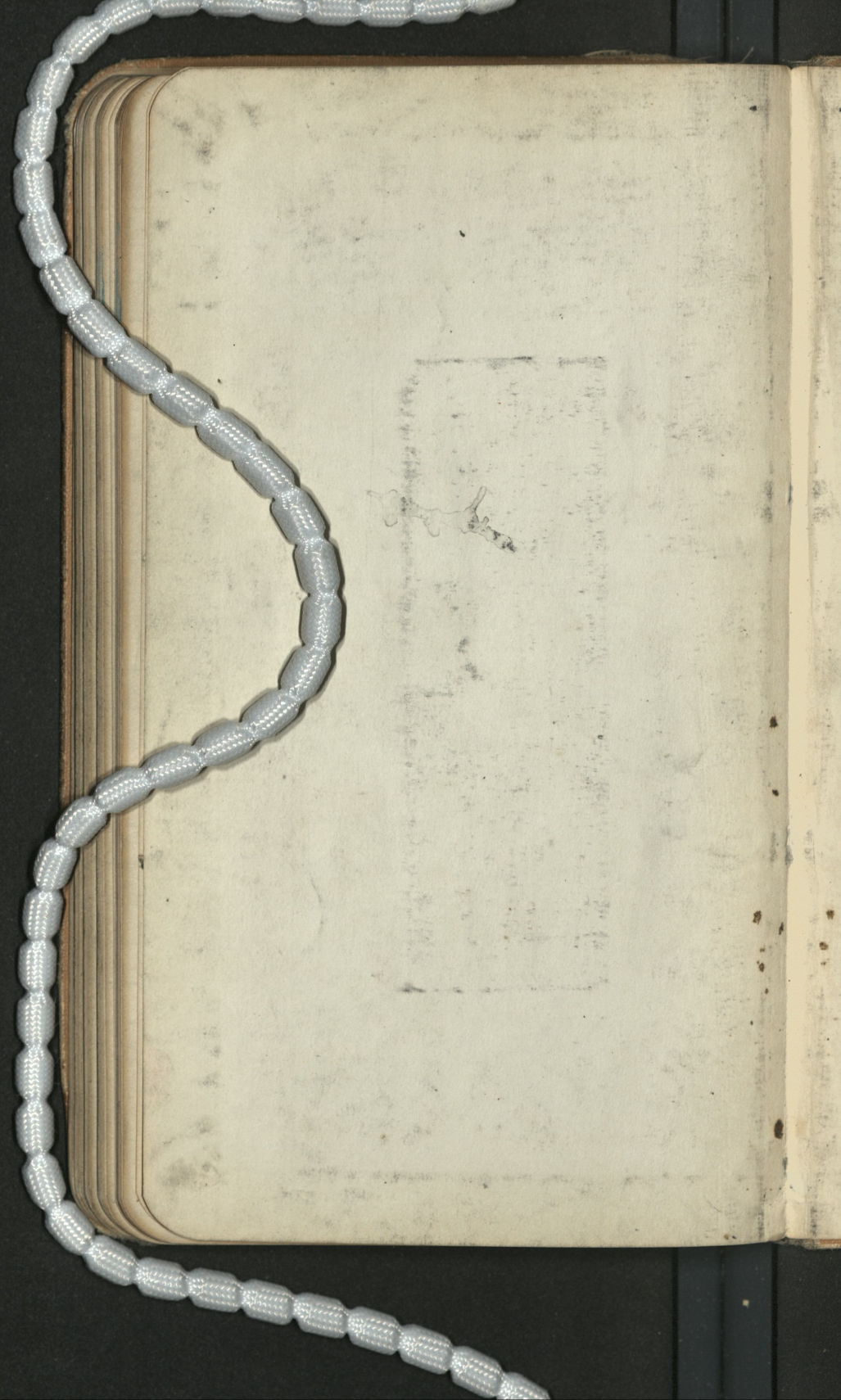
80
79 + 625
1
19





95.9
20 + 96.9 ~
3.0





160 + 1281

100 12 90
100 12 90
100 12 90



